City of San Jose - PBCE – Planning Division - Imaging Index Cover Sheet

Address/Location: **Between W. San Fernando and W. San Carlos, Autumn St. and Caltrain/UPRR tracks. (245 S MONTGOMERY ST)**

Permit/Project No.: **PP05-214** Issuance Date: **02/28/07**

Prepped By: **ADANIELS** Closed By: **CSTAN3** RSN: **1212310**

Category	Document Type	Sub Document Type
☒ (EF) Environmental Files (203)	☒ (PP) Public Project Files (203-03)	☒ (EN) EIR ☐ (DA) Approved Document ☐ (EM) Maps ☐ (AE) Application ☐ (AG) Agency Correspondence ☐ (EG) General Correspondence ☐ (TR) Technical Reports ☐ (RE) Archaeological Reports ☐ (EP) Plans
☐ (GP) General Plan (204)	☐ (GA) General Plan Amendments (204-02)	☐ (AM) Amendment ☐ (AA) Application ☐ (CG) Correspondence
	☐ (GE) Environmental Review (for 204 series GP Amendments)	☐ (GD) Approved Document ☐ (GI) EIR ☐ (GS) Supporting Documents ☐ (GT) Technical Reports ☐ (GR) Archaeological
☐ (DR) Development Review (207)	☐ (PR) Projects (207-02, 207-03, etc.)	☐ (ZN) Zoning ☐ (PE) Permit ☐ (MP) Maps ☐ (AP) Application ☐ (AC) Agency Correspondence ☐ (GC) General Correspondence ☐ (PL) Plans ☐ ST Approved Storm-Water Ctrl Plans
	☐ (ER) Environmental Review (for 207 series Project Files)	☐ (EA) Approved Document ☐ (EI) EIR ☐ (ES) Supporting Documents ☐ (ET) Technical Reports ☐ (AR) Archaeological
	☐ (AD) Adjustments (207-12)	☐ (DO) Documents ☐ (PA) Plans ☐ SW Approved Storm-Water Ctrl Plan ☐ PK Parking Analysis
	☐ (PI) Public Info Letters (207-29)	☐ (LE) Letter ☐ (LS) Supporting Docs

BASEBALL STADIUM IN THE DIRIDON/ARENA AREA (MODIFIED PROJECT) SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE #2005112126

PROJECT #PP05-214

City of San José

February 2010

BASEBALL STADIUM IN THE DIRIDON/ARENA AREA (MODIFIED PROJECT) SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE #2005112126

PROJECT #PP05-214

Submitted to the:

City of San José Planning Division
200 East Santa Clara Street, 3rd Floor
San José, CA 95113

Prepared by:

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February 2010

CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement
JOSEPH HORWEDEL, DIRECTOR

February 12, 2010

Ladies and Gentlemen:

SUBJECT: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, FILE NO. PP05-214

The Planning Commission of the City of San José will hold a Public Hearing to consider the Draft Supplemental Environmental Impact Report (DSEIR) prepared for the project described below. A copy of the DSEIR is attached for your review.

Your comments regarding the significant environmental effects of this project and the adequacy of the DSEIR are welcome. Written comments, submitted to the Department of Planning, Building and Code Enforcement by 5:00 p.m., March 29, 2010, will be included in the SEIR and be considered by the Planning Commission at this public hearing. If we receive no comments (nor a request for an extension of time) from you by the specified date, we will assume you have none to make.

Project Description and Location: In February 2007, the City certified an EIR for the Baseball Stadium in the Diridon/Arena Area Project (2006 Stadium Proposal), which included a maximum seating capacity of 45,000. The stadium and parking structure components would be constructed in the area generally bounded by Autumn Street, Bird Avenue and Los Gatos Creek to the east and south, railroad tracks to the west, and Julian Street to the north. However, due to an error in the traffic data that were used in the 2006 Stadium Proposal traffic study, the City has determined that it is necessary to update the traffic analysis for the modified project using corrected traffic data to disclose a new significant impact to freeways.

In early 2009, the City began exploring the development of a modified stadium project. Key components of the modified project proposal that differ from the 2006 Stadium Proposal include: a smaller maximum seating capacity of up to 36,000; a lower structure that would extend to a maximum height of 155 feet above finished grade including scoreboards and lights; relocation or elimination of the parking structure; an option to enlarge the stadium site to the south by narrowing Park Avenue from four to two lanes; and the realignment of South Autumn Street and South Montgomery Street near their intersection with Park Avenue.

Council District: 3

Tentative Hearing Date: May 12, 2010

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Attachment

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I. INTRODUCTION

I. INTRODUCTION

A. PURPOSE OF THE SUPPLEMENTAL EIR

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

A Supplemental Environmental Impact Report (SEIR) is prepared when an EIR has previously been certified and changes are proposed to a project or new information becomes available, which was not known and could not have been known when the EIR was certified, *and* the changes to the project or new information will result in 1) new significant effects, and/or 2) a substantial increase in the severity of previously identified significant effects. The SEIR need contain only the information necessary to make the previous EIR adequate for the project as revised. In this case, the EIR being supplemented is the Baseball Stadium in the Diridon/Arena Area EIR (State Clearinghouse #2005112126), which was certified by the San José Planning Commission on February 28, 2007.

This SEIR evaluates the environmental impacts that might reasonably be anticipated to result from several modifications to the Baseball Stadium in the Diridon/Arena Area Project (2006 Stadium Proposal) as evaluated in the Baseball Stadium in the Diridon/Arena Area EIR. The proposed modifications include a reduction in the maximum seating capacity of the stadium; three additional options for stadium event parking; and realignment of S. Autumn Street and S. Montgomery Street near their intersection with Park Avenue. The net result of these modifications is referred to as the *modified project* in this SEIR.

The City of San José is the lead agency for the environmental review of the proposed modified project. This SEIR has been prepared to conform to the requirements of the Public Resources Code, California Environmental Quality Act (CEQA Statutes); the California Code of Regulations Section 15000 et. seq. (*CEQA Guidelines*); and the regulations and policies of the City of San José. The previous EIR, as revised by this SEIR, will be used by the City of San José in its consideration of the proposed project and the various approvals required as described in Chapter III, Project Description.

B. PROPOSED PROJECT

The 2006 Stadium Proposal consisted of the development of an approximately 1.5 million square-foot major league baseball stadium and a parking structure with ground floor commercial uses on approximately 23.1 acres in the City of San José. The 2006 Stadium Proposal included a maximum seating capacity of 45,000 and a maximum height of 165 feet, with scoreboards up to approximately 200 feet and lights approximately 235 feet above finished grade. In early 2009, the City began exploring the development of a modified stadium project. Key components of the modified project proposal that differ from the 2006 Stadium Proposal include: a smaller maximum seating capacity; a

lower structure that would extend to a maximum height of 155 feet above finished grade including scoreboards and lights; relocation or elimination of the parking structure; an option to enlarge the stadium site to the south by narrowing Park Avenue from four to two lanes; and the realignment of South Autumn Street and South Montgomery Street near their intersection with Park Avenue. An in-depth description of the modified project as compared to the 2006 Stadium Proposed appears in Chapter III, Project Description.

C. SEIR SCOPE

On November 16, 2009 the City circulated a Notice of Preparation (NOP) to help identify the types of impacts that could result from the proposed modified project, as well as potential areas of controversy. The NOP was mailed to public agencies (including the State Clearinghouse) and neighborhood organizations considered likely to be interested in the proposed project and its potential impacts. Additionally, a community meeting/public scoping session was held on December 16, 2009, to introduce the modified project and CEQA process. Comments received by the City on the NOP were taken into account during the preparation of this SEIR. The NOP, verbal comments taken at the scoping meeting, written comments, and the distribution list are provided in Appendix A.

As part of the preliminary analysis of the modified project, the City prepared an Initial Study (included in Appendix B) to determine the appropriate level of analysis to be undertaken for evaluation of the potential environmental effects that could result from implementation of the modified project. Based on this preliminary analysis, the City concluded that the modified project does not propose substantial changes to the Baseball Stadium in the Diridon/Arena Area Project; result in any new significant impacts or substantially increase the severity of previously identified impacts; or decline to adopt feasible mitigation measures or alternatives that would reduce identified significant impacts. In addition, most existing conditions have not substantially changed since the Baseball Stadium in the Diridon/Arena Area EIR was certified.

Due to an error in the traffic data for a segment of I-280 between 10th Street and State Route (SR) 87 that were used in the previous traffic study for the 2006 Stadium Proposal the City has determined that it is necessary to update the traffic analysis for the modified project using corrected traffic data to disclose a new significant impact to freeways. In addition, the City has elected to address two other issues – noise generated during ballgames, concerts and other events at the proposed stadium and global climate change – in the SEIR because of the number and nature of comments received on the NOP with regard to the former issue and because of recent changes to State laws and regulations in the latter case. Therefore, the City has prepared this SEIR for the purpose of analyzing and disclosing the environmental impacts of the proposed revisions to the project on 1) traffic, 2) noise and 2) global climate change.

D. REPORT ORGANIZATION

This SEIR is organized into the following chapters:

- *Chapter I – Introduction*: Discusses the overall purpose of the SEIR; provides a summary of the proposed action and environmental review process; identifies potentially significant issues and concerns; and summarizes the organization of the SEIR.

- *Chapter II – Summary*: Provides a summary of the impacts that would result from implementation of the proposed project, and describes mitigation measures recommended to reduce or avoid significant impacts.
- *Chapter III – Project Description*: Provides a description of the modified project's objectives, location and site conditions, details of the modified project itself, required approval process, and uses of the SEIR.
- *Chapter IV – Setting, Impacts and Mitigation Measures*: Describes the following for each environmental technical topic: existing conditions (setting); potential environmental impacts and their level of significance; and mitigation measures recommended to mitigate identified impacts. Potential adverse impacts are identified by levels of significance, as follows: less-than-significant impact (LTS), significant impact (S), and significant and unavoidable impact (SU). The significance of each impact is categorized before and after implementation of any recommended mitigation measure(s).
- *Chapter V – Alternatives:* Provides an evaluation of two alternatives to the proposed project.
- *Chapter VI – CEQA-Required Assessment Conclusions:* Provides additional specifically-required analyses of the proposed project's growth-inducing effects, significant irreversible changes, cumulative impacts, and effects found not to be significant.
- *Chapter VII – Report Preparation:* Identifies preparers of the SEIR and references used.

E. CEQA PROCESS

The SEIR is being circulated for public review and comment for 45 days. During this review period, all interested parties are encouraged to read the document to inform their understanding of the project and its anticipated environmental effects, and to submit written comments regarding the environmental issues and analysis presented in the SEIR.

Every comment letter received on the SEIR during the 45-day comment period will be reviewed by City staff and the environmental consultant team, and the City will provide a written response for every substantive comment received addressing environmental issues associated with the baseball stadium. The SEIR will be revised as appropriate in response to comments received, and the City will prepare a Final SEIR, consisting of the SEIR, the public comments received, the City's responses to substantive environmental issues raised in the public comments, and any text revisions resulting from the responses to comments. The Final SEIR will act as a supplement to the previously certified EIR.

The Final SEIR will be released, and a copy provided to all commentors, a minimum 10 days prior to the public hearing before the Planning Commission of the City of San José to consider certification of the Final EIR. If the Planning Commission certifies the Final EIR as complete and in compliance with CEQA, the Commission may then hold a public hearing regarding any recommendations related to the proposed baseball stadium. The decision of the Planning Commission to certify the Final EIR may be appealed to the City Council. Instructions on filing an EIR Appeal can be obtained by calling (408) 535-3555 or at http://www.sanjoseca.gov/planning/applications/.

The City Council will hold a public hearing to consider certification of the SEIR, in the event of an appeal. If the Council upholds the Planning Commission decision and certifies the SEIR as complete

and in compliance with CEQA, the Council can then consider approval of actions for a stadium project as described in the Baseball Stadium in the Diridon/Arena Area EIR, as revised by this SEIR. It is anticipated that the City Council will place a ballot measure before the San José electorate regarding the use of public funds for construction of a stadium. Pursuant to provisions of the San José Municipal Code, the City may utilize tax dollars to participate in the building of the stadium only after obtaining a majority vote of the electorate approving that expenditure.

II. SUMMARY

II. SUMMARY

A. PROJECT UNDER REVIEW

This SEIR evaluates the environmental impacts that might reasonably be anticipated to result from several modifications to the Baseball Stadium in the Diridon/Arena Area Project (2006 Stadium Proposal) as evaluated in the Baseball Stadium in the Diridon/Arena Area EIR. The 2006 Stadium Proposal consisted of the development of an approximately 1.5 million square-foot major league baseball stadium and a parking structure with ground floor commercial uses on approximately 23.1 acres in the City of San José. The 2006 Stadium Proposal included a maximum seating capacity of 45,000 and a maximum height of 165 feet, with scoreboards up to approximately 200 feet and lights approximately 235 feet above finished grade. The EIR for that project was certified by the San José Planning Commission on February 28, 2007.

In early 2009, the City began exploring the development of a modified stadium project. Key components of the modified project proposal that differ from the 2006 Stadium Proposal include: a smaller maximum seating capacity of up to 36,000 seats; relocation or elimination of the parking structure; an option to enlarge the stadium site to the south by narrowing Park Avenue from four to two lanes; and the realignment of South Autumn Street and South Montgomery Street near their intersection with Park Avenue. An in-depth description of the modified project as compared to the 2006 Stadium Proposed appears in Chapter III, Project Description.

B. SUMMARY OF IMPACTS AND MITIGATION MEASURES

This summary provides an overview of the analysis contained in Chapter IV, Setting, Impacts, and Mitigation Measures. *CEQA Guidelines* §15123(b) requires a summary to include discussion of: (1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; (2) areas of controversy known to the Lead Agency including issues raised by agencies and the public; and (3) issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.

The following section is organized as follows: (1) a summary of the Initial Study findings; (2) potential areas of controversy; (3) significant and significant unavoidable impacts; and (4) alternatives to the proposed project that would reduce or avoid the environmental impacts of the project. A summary is also required to discuss issues to be resolved, including the choice among alternatives, and whether or how to mitigate significant environmental effects.

1. Findings of the Initial Study

The City prepared an Initial Study to identify potential impacts that could occur with development of the modified project, as compared to those that would occur with the 2006 Stadium Proposal. The Initial Study concluded that there would be no additional impacts to the following environmental issues, beyond those considered in the Baseball Stadium in the Diridon/Arena Area EIR:

- aesthetics
- agricultural resources
- air quality
- biological resources
- cultural resources
- geology and soils
- hazards and hazardous materials
- hydrology and water quality
- land use and planning
- mineral resources
- population and housing
- public services
- recreation
- utilities and service systems

Additional mitigation is recommended in the Initial Study for one impact previously identified in the certified 2007 EIR – protection of buried archaeological resources (see Table II-1 and section 4.5 of the Initial Study). For a complete description of the Initial Study findings, please refer to the specific discussion in the Initial Study, included as Appendix B to this SEIR.

2. Potential Areas of Controversy

Letters received as comments on the Notice of Preparation (NOP) raised a number of topics that the writers wanted addressed in the SEIR, including: traffic, parking, project compatibility with existing and future plans for transit and alternative modes of transportation; pedestrian movements and bicycle circulation; noise generated during ballgames and other events; urban decay in the area surrounding the Oakland Coliseum, greenhouse gas emissions and global climate change; and the project site's proximity to the Norman Y. Mineta San José International Airport.

Verbal comments offered by those in attendance at the CEQA Scoping Session, held on December 16, 2009, included many of those offered in writing as comments on the NOP and generally fell into one of three categories: 1) the scope and content of the environmental document;, 2) procedural questions with regard to providing comments and the environmental review process; and 3) merits of the project. The issues raised with regard to the scope and content of the SEIR included: the project description; the selection and analysis of alternatives, particularly alternative sites; the impact of the project on traffic circulation, transit and parking in the Diridon/Arena area and surrounding neighborhoods; the noise and lighting impacts of the modified project; the impacts of the modified project on flight operations at the Norman Y. Mineta San José International Airport; and cumulative impacts of the project, recently completed projects, and future projects, such as the California High Speed Rail (HSR) and the BART Extension projects.

3. Significant, Significant Unavoidable and Cumulative Impacts

Under CEQA, a significant impact on the environment is defined as, "...a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."[1] In addition to the significant impacts identified in Chapter V of the certified EIR for the 2006 Stadium Proposal, implementation of the modified project has the potential to result in adverse environmental impacts in several environmental areas, including transportation, circulation and parking, noise, and global climate change. The SEIR identifies the following impacts for the modified project in addition to those identified in the certified EIR:

[1] Remy, Thomas, Moose, and Manley, *Guide to the California Environmental Quality Act*, 1999, p.158; Public Resources Code 15382; Public Resources Code 21068.

- State Route 87 would experience a significant impact from project traffic along four of the analyzed segments; I-280 would experience a significant impact from project traffic along five of the analyzed segments; I-680 would experience a significant impact from project traffic along one of the analyzed segments; and I-880 would experience a significant impact from project traffic along five of the analyzed segments.
- The project option that would utilize vacated right of way by narrowing Park Avenue would include an Amendment to the San Jose 2020 General Plan Transportation Diagram for a reduction in capacity of Park Avenue from four to two lanes in the City's long-term transportation model (CUBE) would result in significant and unavoidable traffic impacts.
- The generation of greenhouse gas emissions, which would represent a cumulatively considerable contribution to climate change impacts.

4. Alternatives to the Proposed Project

Seven alternatives were analyzed in Chapter VII of the certified EIR. The No Development, Existing Plan and Submerged Stadium alternatives and three of the four location alternatives (FMC/Coleman Avenue Location, Berryessa Flea Market Location, and Reed and Graham Location) remain potentially feasible and an updated analysis of each is provided in Chapter V of the SEIR. The Del Monte Location alternative is no longer feasible because the site has been developed with a residential project. No additional potentially feasible sites have been identified that would meet the identified project objectives, including site and location criteria. In this SEIR, each alternative is compared to the modified project, and discussed in terms of its various mitigating or adverse effects on the environment. Analysis of the alternatives follows the same topical order as for the proposed Project in Chapter IV, and focuses on those topics for which significant adverse impacts would result from the proposed project.

C. SUMMARY TABLE

Information in Table II-1, Summary of Impacts and Mitigation Measures, has been organized to correspond with environmental issues discussed in Chapter IV. The table is arranged in four columns: (1) impacts; (2) level of significance prior to mitigation; (3) mitigation measures; and (4) level of significance after mitigation. Levels of significance are categorized as follows: SU = Significant and Unavoidable; S = Significant; and LTS = Less Than Significant. A series of mitigation measures is noted where more than one mitigation measure is required to achieve a less-than-significant impact, and alternative mitigation measures are identified when available. For a complete description of potential impacts and recommended mitigation measures associated with the modified project, please refer to the specific discussions in Chapter IV. Refer to Table II-2 of the Baseball Stadium in the Diridon/Arena Area EIR for a complete list of potential impacts and mitigation measures identified for the 2006 Stadium Proposal.

Table II-1: Summary of Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
A. TRANSPORTATION, CIRCULATION AND PARKING			
TRANS-1: State Route 87 would experience a significant impact from project traffic along four of the analyzed segments; I-280 would experience a significant impact from project traffic along five of the analyzed segments; I-680 would experience a significant impact from project traffic along one of the analyzed segments; and I-880 would experience a significant impact from project traffic along five of the analyzed segments.	S	TRANS-1: To lessen the impacts to the identified freeway segments, Transportation Demand Management (TDM) measures will be implemented to lessen the impacts to the identified freeway segments, although the measures would not reduce the impact to a less than significant level. Potential TDM measures include the following: • Provide incentives for carpoolers (e.g., four or more people per vehicle) such as preferential parking. • Charge for parking or increase set parking rates if already charging for parking. • Provide on-site ticket sales for transit services (e.g., bus, LRT, Caltrain, etc.). • Make information readily available regarding ridesharing/carpooling programs and transit services, and designate an on-site TDM coordinator to assist with this task. • Develop a stadium employee trip reduction program that includes the following for employees: shuttle service to transit, subsidized transit passes and Eco-passes, cash-out program for non-drivers, carpooling/ridesharing program, bike lockers, and on-site showers.	SU
TRANS-2: The project option that would narrow Park Avenue from four to two lanes involves a General Plan Transportation Diagram Amendment that would result in significant long-term transportation impacts upon build out of the current San Jose 2020 General Plan.	S	TRANS-2: There is no feasible mitigation available to reduce this impact given that the transportation model assumes that all planned roadways and other planned transportation improvements have been built to their maximum capacity, therefore the impact is significant and unavoidable.	SU

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
B. NOISE			
NOISE-2: (as identified in the certified 2007 EIR): Baseball game events could result in noise impacts on adjacent residential uses.	S	NOISE-2a: (added text is underlined and deleted text is shown in ~~strikethrough~~ text) The stadium public address system shall be comprised of a distributed speaker system on-site, which would locate speakers around each section of the park to minimize the need for extra-loud and high-mounted units. NOISE-2b: After the ballpark design is finalized and p~~P~~rior to the first ballpark event, a detailed acoustic study shall be conducted by the City of San José to confirm the predictions of the long-term noise levels at noise sensitive uses within the 60 dBA Leq contour line shown in ~~Figure V.E-2~~ Figure IV.B-2 of the ballpark, which have been made in this SEIR. The study shall be used to determine noise attenuation measures to achieve a 45 dBA Leq interior noise level at nearby residences located within the 60 dBA Leq contour line. Attenuation measures at the stadium shall include, but not be limited to, distributed speakers for the public address system and limitations placed on sound levels associated with various activities. Measures taken with affected property owner's consent, at receptor locations may include, but are not limited to installation of dual-pane windows, mechanical air conditioning, sound walls and improved ceiling and wall insulation. Necessary remedial measures shall be implemented, or otherwise assured to be implemented within one year to the satisfaction of the City Manager. Implementation of mitigation measures NOISE-2~~1~~a and NOISE-2~~1~~b would reduce impacts associated with baseball games. However, impacts would remain significant and unavoidable.	SU
NOISE-3 (as identified in the certified 2007 EIR): Proposed on-site concert and other events could result in noise impacts on adjacent residential uses.	S	NOISE-3: (added text is underlined and deleted text is shown in ~~strikethrough~~ text) A maximum sound level of 95 dB Leq shall be maintained at the sound board for concerts. Implementation of the multipart mitigation measures ~~NOISE-1 and~~ NOISE-2 would reduce impacts from concert noise. However, noise impacts would ~~be~~ remain significant and unavoidable.	SU

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
C. GLOBAL CLIMATE CHANGE			
GCC-1: Construction and operation of the project would result in greenhouse gas emissions that would have a significant physical adverse impact and cumulatively contribute to global climate change.	S	GCC-1: To lessen the project's greenhouse gas emissions and potential impact on climate change, measures shall be implemented to lessen the impacts, although the measures would not reduce the impact to a less than significant level. Unless determined to be infeasible by the City, the following measures shall be incorporated into the design and construction of the project: ***Construction and Building Materials*** • Use locally produced and/or manufactured building materials of at least 10 percent for construction of the project; • Recycle/reuse at least 50 percent of demolished construction material; and • Use "Green Building Materials," such as those materials which are resource efficient, and recycled and manufactured in an environmentally friendly way. ***Energy Efficiency Measures*** • Design, construct and operate all newly constructed and renovated commercial structures, including the Baseball Stadium as certified to "LEED Silver" or higher per the City of San José (Policy 6-32, effective October 7, 2008); • Design buildings to facilitate use of solar energy for electricity, water heating and/or space heating/cooling; • Provide a landscape and development plan for the project that takes advantage of shade, prevailing winds, and landscaping; • Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems; • Install light colored "cool" roofs and cool pavements; • Install energy efficient heating and cooling systems, appliances and equipment, and control systems; and • Install energy-efficient, solar or light emitting diodes (LEDs) for outdoor lighting, as appropriate.	SU

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
GCC-1 *continued*		***Water Conservation and Efficiency Measures*** • Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include the following, plus other innovative measures that might be appropriate: • Create water-efficient landscapes within the development, including drought tolerant landscaping; • Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls; • Design buildings to be water-efficient. Install water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets and waterless urinals; • Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff; and • Install a separate, non-potable distribution system (i.e. "purple pipe") to accommodate the use of recycled water for landscape irrigation needs of large areas with irrigated landscaping. ***Transportation and Motor Vehicle Measures*** • Develop a transportation demand management (TDM) program that includes trip reduction components such as free transit passes, a dedicated employee transportation coordinator, and carpool matching program; • Provide transit facilities (e.g., bus bulbs/turnouts, benches, shelters); • Provide bicycle lanes and/or paths, incorporated into the proposed street systems and connected to a community-wide network; and • Provide sidewalks and/or paths, connected to adjacent land uses, transit stops, and/or community-wide network.	

Table II-1 *continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
CULT-3 (as identified in the certified 2007 EIR): The project area may contain buried archaeological resources.	S	CULT-3b (additional text added to Mitigation Measure CULT-3 in the certified 2007 EIR, see Initial Study in Appendix B of this SEIR): The HP Pavilion parking structure option contains three archaeological "locations or areas" (*BART Extension to Milpitas, San José, and Santa Clara Draft Supplemental Environmental Impact Report* [January 2007], Appendix F, Map 36, Features H52, H53A, and H53B) identified as containing archaeological deposits that may qualify as historical or unique archaeological resources under CEQA. Preconstruction archaeological test excavation shall occur at these "locations or areas" prior to ground disturbing construction. The purpose of the excavation shall be to identify the nature, extent, and status under CEQA of these archaeological features. The excavation shall also inform recommendations for the treatment of the features, should they be intact and qualify as significant. Feasible measures shall be implemented to avoid, reduce, or offset significant impacts to resources that so qualify. Feasible measures may include, but are not limited to, capping the resource to prevent further localized ground disturbance; documentation on state of California DPR 523 form records; or data recovery excavation pursuant to a research design approved by the City. The measures will avoid further impacts to the resource, minimize the amount of project-related disturbance necessary, or provide documentation of the data potential that would be lost through the deposit's destruction. The test excavation shall be directed by an individual who meets the Secretary of the Interior's Professional Qualifications Standards for historical and prehistoric archaeology. If prehistoric archaeological resources are suspected, a Native American monitor shall observe the excavation. A report shall be prepared that documents the methods and results of the excavations, and shall be submitted to the City of San José and the Northwest Information Center.	LTS

Source: LSA Associates, Inc., 2010.

III. PROJECT DESCRIPTION

III. PROJECT DESCRIPTION

A. OVERVIEW OF THE MODIFIED PROJECT

The 2006 Stadium Proposal consisted of the development of an approximately 1.5 million square-foot major league baseball stadium and a parking structure with ground floor commercial uses on approximately 23.1 acres in the City of San José. The 2006 Stadium Proposal included a maximum seating capacity of 45,000 and a maximum height of 165 feet, with scoreboards up to approximately 200 feet and lights approximately 235 feet above finished grade.

Key components of the modified project proposal that differ from the 2006 Stadium Proposal include: a smaller maximum seating capacity; a lower structure that would extend to a maximum height of 155 feet above finished grade including scoreboards and lights; relocation or elimination of the parking structure; an option to enlarge the stadium site to the south by narrowing Park Avenue from four to two lanes; and the realignment of South Autumn Street and South Montgomery Street near their intersection with Park Avenue. In addition, the commercial component South of Park Avenue is no longer proposed. A complete description of the differences between the 2006 Stadium Proposal and the modified project are described in this section. Refer to the February 2006 Baseball Stadium in the Diridon/Arena Area Draft EIR for a complete description of the various project components that remain unchanged.

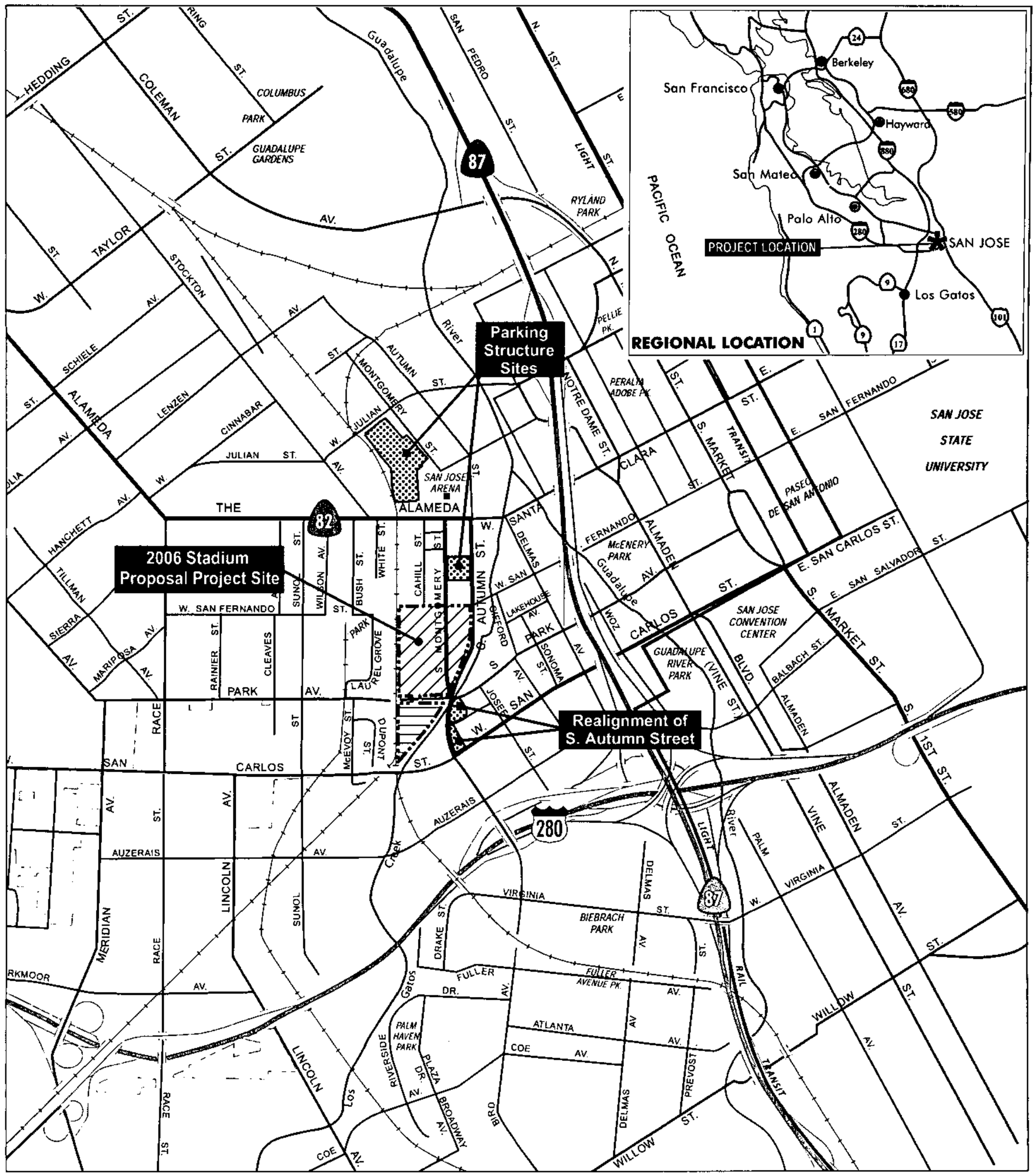
B. PROJECT OBJECTIVES

The City of San José's primary objective is the construction of a downtown baseball stadium in the event that Major League Baseball revises the territory for the A's baseball team. All other objectives remain the same, except the target stadium seating capacity, which is reduced from 45,000 seats; the modified project would have a maximum seating capacity of up to 36,000 (the lowest maximum seating capacity would be 32,000).

C. PROJECT LOCATION

The proposed modified project would be located in the Diridon Station Planning Area along the western edge of downtown San Jose in Santa Clara County. Figure III-1 shows the project's regional location. The stadium and parking structure components of the proposed modified project would be constructed in the area generally bounded by Autumn Street, Bird Avenue and Los Gatos Creek to the east and south, the Caltrain railroad tracks to the west, and Julian Street to the north. Figures III-2 and III-3 show the stadium and parking structure components of the project in their local contexts.

The stadium would be located on the same site as proposed in 2006. As an option, the stadium site may be enlarged approximately 100 feet to the south, which would also result in the narrowing of Park Avenue from four lanes to two south of the stadium site between Josefa and McEvoy streets.



LSA

FIGURE III-1

2006 STADIUM PROPOSAL PROJECT SITE

NEW SITES ADDED AS PART OF THE MODIFIED PROJECT

SITE DELETED AS PART OF THE MODIFIED PROJECT

Baseball Stadium in the Diridon/Arena Area Supplemental EIR

Project Site Location and Regional Vicinity

SOURCE: CALIFORNIA STATE AUTOMOBILE ASSN., 2005; LSA ASSOCIATES, INC., 2009

I:/SJO0903 Ballpark Addendum/figures/Supplemental EIR/Fig_III1.ai (1/22/10)

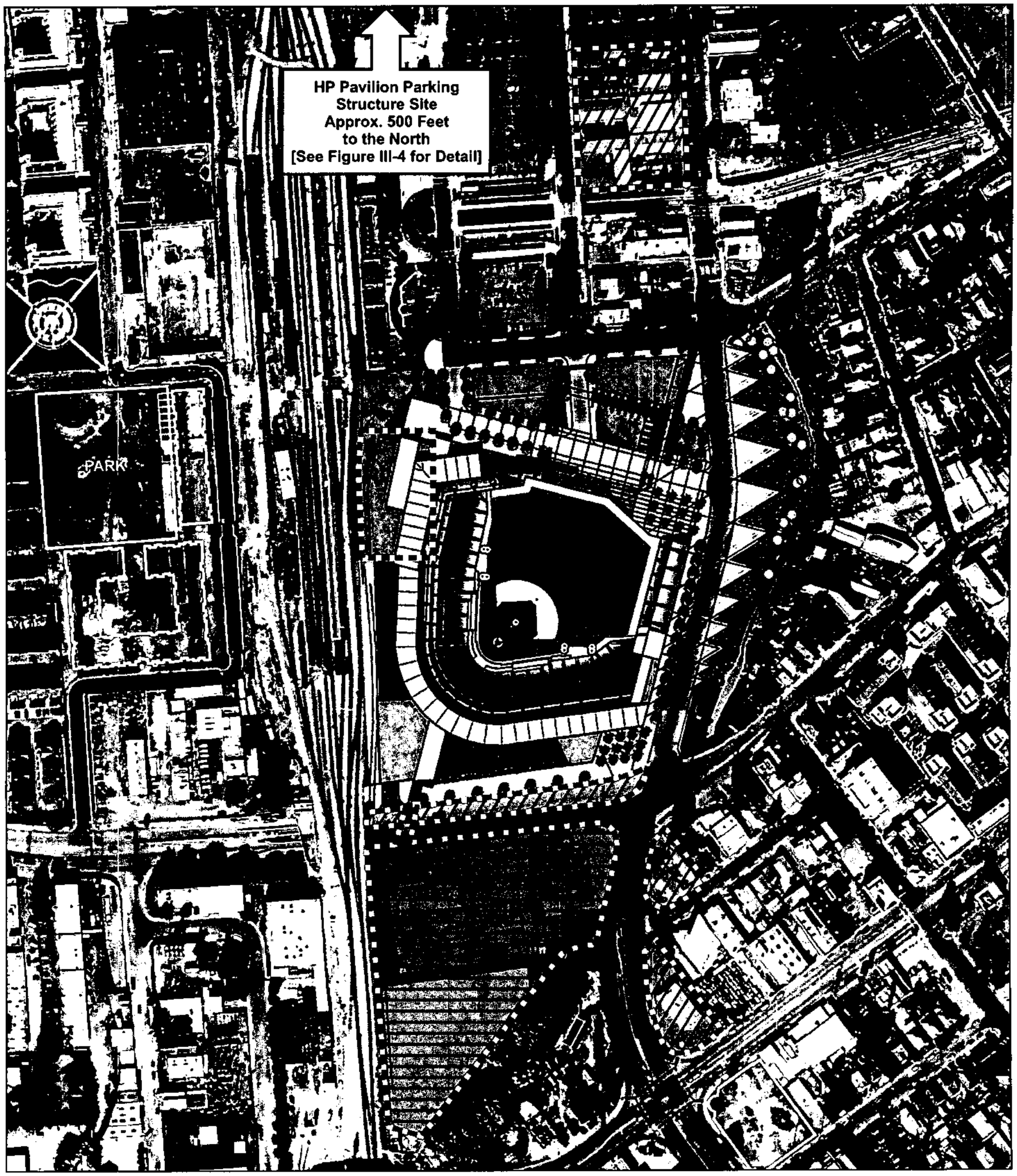


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FIGURE III-2

SITES ADDED AS PART OF THE MODIFIED PROJECT

SITE DELETED AS PART OF THE MODIFIED PROJECT

EXISTING OR RECONFIGURED PG&E SUBSTATION

Baseball Stadium in the Diridon/Arena Area Supplemental EIR

Conceptual Site Plan

SOURCE: CITY OF SAN JOSE, REDEVELOPMENT AGENCY, 2006.

I:/SJO0901 Ballpark Addendum/figures/Supplemental EIR/Fig_III2.ai (1/29/10)

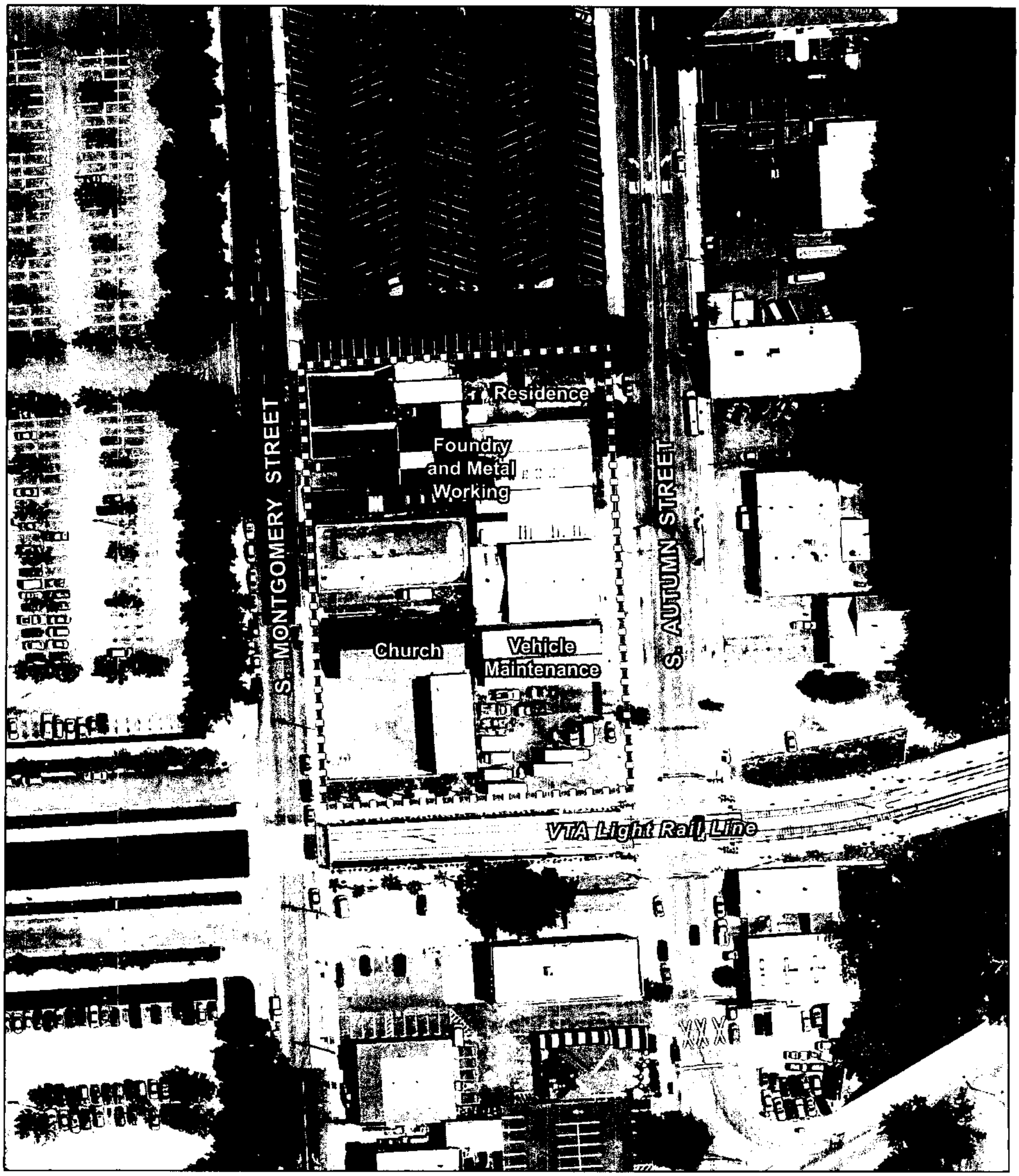

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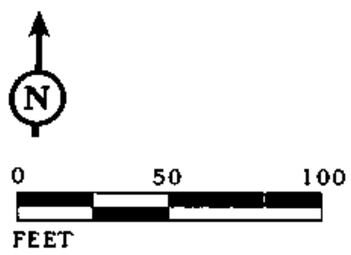
FIGURE III-3



SITE ADDED AS PART OF THE MODIFIED PROJECT

Baseball Stadium in the Diridon/Arena Area Supplemental EIR
Modified Project Site Detail (Montgomery/Autumn Street Parking Structure Site)

SOURCE: GOOGLE EARTH, 2007; LSA ASSOCIATES, INC., 2009.

I:/SJO0903 Ballpark Addendum/figures/Supplemental EIR/Fig_III3.ai (12/9/09)

Parking for the modified project would be provided in existing parking lots or structures in the downtown San Jose area and/or within a new parking structure that would be constructed at one of the locations shown in Figure III-1. One option would locate a parking structure north of the proposed stadium on a site that is bounded by S. Montgomery Street to the west, S. Autumn Street to the east, the Valley Transportation Authority (VTA) light rail tunnel to the south and an existing surface parking lot to the north. Another option would locate a parking structure on the site of the surface parking lot located west of the HP Pavilion. These options are shown in Figures III-2, III-3 and III-4. A third option would rely on existing parking lots and structures in the greater downtown San Jose area; no new parking structure would be constructed. The area south of Park Avenue that was the proposed site of a parking structure in the 2006 Stadium Proposal would not be developed under the modified project. This area would remain a Fire Training Facility. By not developing this site as a parking structure, its future development as a park as envisioned in the Midtown Specific Plan would not be precluded should the Fire Training Facility be relocated.

Figure III-5 identifies the location of three properties south of Park Avenue and east of S. Montgomery Street that would be acquired to allow realignment of S. Autumn Street and S. Montgomery Street near their intersection with Park Avenue.

D. PROPOSED MODIFIED PROJECT

Both the 2006 Stadium Proposal and modified project would reconfigure 16 parcels located on the project site (shown in Figure V.A-3 of the Draft EIR) in order to develop a major league baseball stadium. As noted previously, key differences between the 2006 Stadium Proposal and modified project are that the modified project would have a smaller seating capacity and the stadium site may be enlarged approximately 100 feet to the south, which would result in the narrowing of Park Avenue from four lanes to two between Josefa and McEvoy streets. The maximum seating capacity for the modified project would be up to 36,000 as compared with a maximum seating capacity of 45,000 for the 2006 Stadium Proposal. The maximum height of the stadium would be 155 feet above finished grade including scoreboards and lights. The site of the parking structure included in the 2006 Stadium Proposal would not be developed. Instead, parking for the modified project would be provided by one of three options as described in subsection D.3.a below. The modified project would include the potential reconfiguration of the Pacific Gas and Electric (PG&E) substation located at the northwest corner of the proposed stadium site and the realignment of S. Autumn Street to the east. Existing structures on the stadium and parking structure sites would be demolished or relocated.

The various components of the modified project are summarized below. Key differences between the 2006 Stadium Proposal and modified project are highlighted.

1. Baseball Stadium

The proposed baseball stadium would include baseball-related facilities, as well as associated restaurant and retail/commercial uses, for both the 2006 Stadium Proposal and modified project. This subsection describes the proposed baseball stadium facilities and their uses, highlighting the differences between the 2006 Stadium Proposal and the modified project.

a. Baseball Facilities. The types of baseball-related facilities to be located within the proposed stadium would be the same for the modified project as for the 2006 Stadium Proposal. Baseball-

related facilities would include the playing field, spectator facilities, food service and retail, home and visiting team facilities, press facilities, service and operation facilities, administrative facilities, on-site parking, loading docks, lighting/scoreboard, sound system, and public access and plazas as described in Section III.D of the EIR. Table III-1 of the EIR lists the proposed uses within the stadium and the associated square feet. While square footages have not been calculated for the modified project because the project design remains at a conceptual phase they are expected to be the same as those calculated for the 2006 Stadium Proposal or possibly less because of the smaller seating capacity of the stadium proposed under the modified project. Specifically, the square footages associated with spectator facilities and food services may be lower for the modified project than for the 2006 Stadium Proposal.

b. Baseball Stadium Uses. The proposed ballpark complex would be used for major league baseball games and associated activities, as well as events other than baseball. The proposed uses are the same for the modified project as for the 2006 Stadium Proposal.

2. Commercial Development South of Park Avenue

The commercial development south of Park Avenue that is envisioned as part of the 2006 Stadium Proposal would not be constructed as part of the modified project and the building on this area of the site, which houses a water pump, would not require relocation. This area would remain a Fire Training Facility. By not developing this site as a parking structure, its future development as a park as envisioned in the Midtown Specific Plan would not be precluded should the Fire Training Facility be relocated.

3. Parking Facilities and Roadways

This subsection describes the new parking facilities proposed as part of the modified project and changes to the existing roadway network that would result from development of the modified project.

a. Parking Facilities. Parking for the modified project, which would have a smaller parking demand than the 2006 Stadium Proposal because of the modified project's smaller maximum seating capacity, would be provided by one of three options – a Montgomery/Autumn Street parking structure, an HP Pavilion parking structure, or a "no parking structure" option. The capacity of the proposed parking structure options (1,200 or 1,300 spaces) would be the same or greater than the 2006 Stadium Proposal although there would be a lower demand for parking (by approximately 3,000 to 5,000 fewer spaces). In part because of the lower demand, a "no parking structure" option is also being considered. In addition, the Montgomery/Autumn Street parking structure site is proposed as a possible location for a similarly sized parking structure that would serve the proposed Diridon/Arena BART station. If a parking structure is built here, it may serve either both facilities (BART and the ballpark) or only one.

The Montgomery/Autumn Street parking structure would be located on a site north of the proposed stadium that is bounded by S. Montgomery Street to the west, S. Autumn Street to the east, the Valley Transportation Authority (VTA) light rail tunnel to the south and a parking lot to the north, as shown in Figure III-2. The parking structure would include approximately 1,200 parking spaces – the

LSA

FIGURE III-4

APPROXIMATE FOOTPRINT OF "SECOND-DECK" PARKING STRUCTURE

APPROXIMATE FOOTPRINT OF NORTHERN CONFIGURATION PARKING STRUCTURE

APPROXIMATE FOOTPRINT OF SOUTHERN CONFIGURATION PARKING STRUCTURE

N

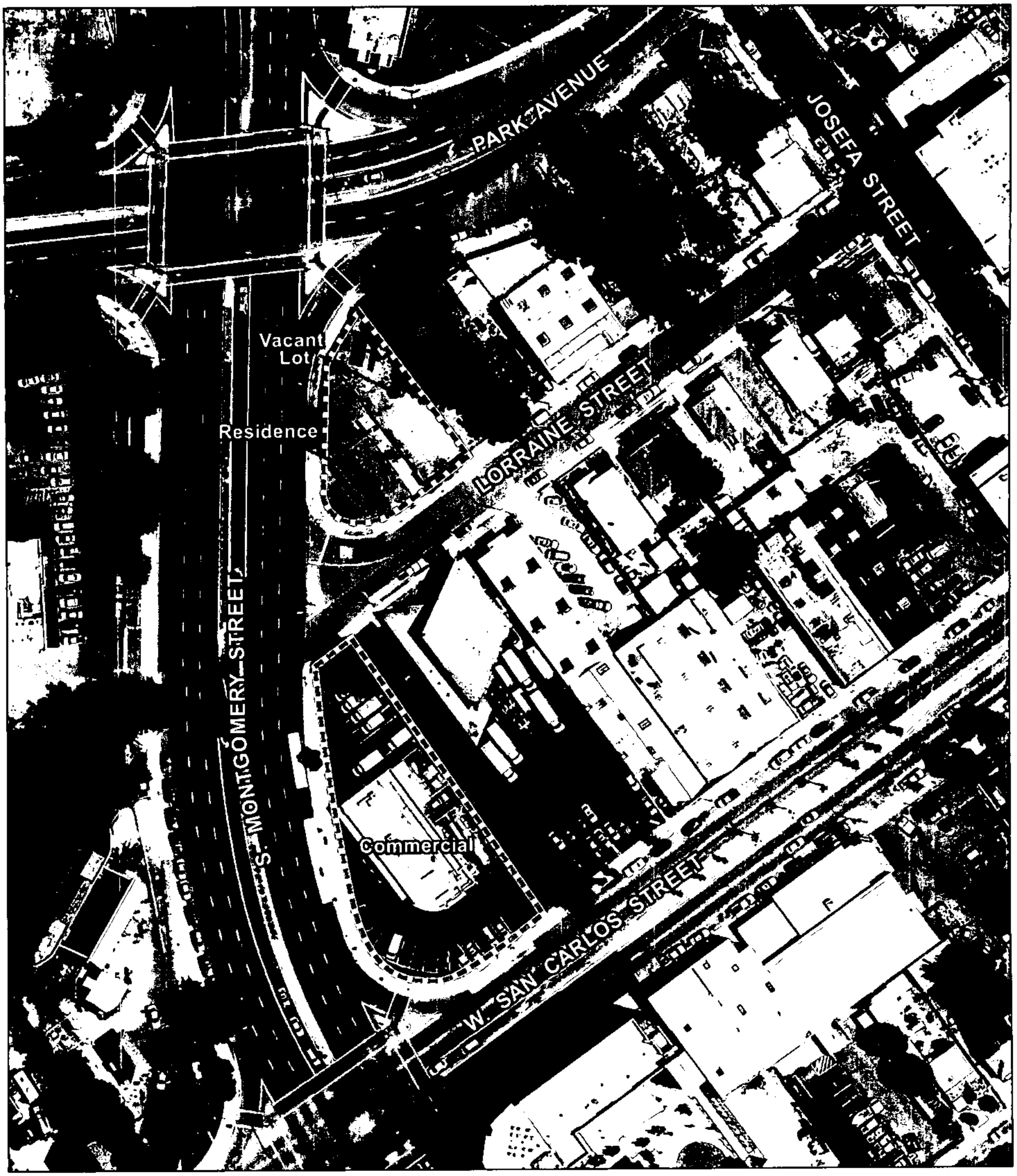
0 150 300
FEET

Baseball Stadium in the Diridon/Arena Area Supplemental EIR

HP Pavilion Parking Structure Site

SOURCE: GOOGLE EARTH; LSA ASSOCIATES, INC., 2009.

I:/SJO0903 Ballpark Addendum/figures/Supplemental EIR/Fig_III4.ai (12/9/09)



LSA

FIGURE III-5

SITES ADDED AS PART OF THE MODIFIED PROJECT

0 50 100
FEET

Baseball Stadium in the Diridon/Arena Area Supplemental EIR
Modified Project Site Detail
(S. Autumn Street Realignment)

SOURCE: GOOGLE EARTH, 2007; LSA ASSOCIATES, INC., 2009.

I:/SJO0903 Ballpark Addendum/figures//Supplemental EIR/Fig_III5.ai (12/9/09)

same number as the 2006 Stadium Proposal – and would have up to eight levels of parking. Vehicle access to the parking structure would be provided from S. Montgomery Street and S. Autumn Street. Once parked, pedestrians would cross from the parking structure to the stadium by descending to street-level and crossing to the entry plaza. The ground floor of the parking structure would have commercial uses facing S. Montgomery Street and possibly S. Autumn Street. Access and egress for the parking structure would be provided on S. Montgomery Street and S. Autumn Street.

The HP Pavilion parking structure would be located on the parking lot west of the HP Pavilion. The parking structure would increase the number of parking spaces in this area by approximately 1,300 to a total capacity of approximately 2,750 spaces. Three possible configurations are being considered for the parking structure on the HP Pavilion site. The three configurations include: 1) a four- to six-level parking structure at the south end of the parking lot on W. Santa Clara Street, 2) a five- to six-level parking structure located on the north end of the parking lot on W. Julian Street, and 3) the addition of a second deck of parking across the entire parking lot. Access and egress for the HP Pavilion parking lot may need to be modified with ramps within the HP Pavilion parking lot.

The no parking structure option would rely upon existing parking in downtown San José and not construct a parking structure as part of the modified project. If no parking structure is constructed as part of the project, vehicles would be accommodated by the approximately 18,520 parking spaces currently located within ¾ miles of the stadium site to the north and east (shown in Table 21 and Figure 5 of the Traffic Impact Analysis).[1]

b. Roadways. The same roadways that would be abandoned or realigned as part of the 2006 Stadium Proposal would be abandoned or realigned as part of the modified project. The proposed realignment and setback of S. Autumn Street are the same for the modified project as for the 2006 Stadium Proposal. In addition, if the stadium site were enlarged to the south, Park Avenue would be narrowed from four lanes to two between Josefa and McEvoy streets.

A series of transportation-related changes are planned for the S. Montgomery Street/S. Autumn Street corridor, either as background improvements (something already planned without the stadium) or as part of the stadium project. These improvements are described in detail in the transportation technical background report (Appendix C of the EIR). The proposed transportation-related uses are the same for the modified project as for the 2006 Stadium Proposal, except that the intersection of S. Autumn Street and S. Montgomery Street with Park Avenue would be modified. Realignment of the streets and modification of the intersection would require acquisition of three parcels (259-47-059, -068, and -080) on the east side of S. Montgomery Street, between Park Avenue and W. San Carlos Street.

4. PG&E Substation

An existing PG&E substation located adjacent to the railroad tracks northwest on the stadium site would be modified or partly relocated as part of the 2006 Stadium Proposal. This approximately 1.5-acre facility includes 115-kilovolt transmission lines, underground electrical distribution lines, distribution transformers and electrical switch gear that serve the electrical needs in the downtown area. Two options were considered in the EIR: (1) reconfiguration of the existing substation to

[1] Hexagon Transportation Consultants, Inc., *San José Ballpark Supplemental Traffic Impact Analysis*, January 8, 2010.

accommodate the relocation of underground electrical distribution lines or (2) relocation of the substation south to the existing Fire Training Center site. Relocation of the substation south to the existing Fire Training Center site has subsequently been determined by PG&E to be infeasible due to cost and flooding issues. Under the modified project the PG&E substation may be reconfigured as previously described in the 2006 Stadium Proposal.

5. Site Acquisition, Demolition/Relocation and Preparation

The Redevelopment Agency is in the process of working with individual property owners to purchase properties within the project site to assemble viable sites for potential mixed-use development as envisioned in the Strategy 2000 plan. To date 8 of 16 properties are owned by, and the remaining properties are in discussions with, the San José Redevelopment Agency.

The modified project would include the demolition or relocation of five buildings on the site of the proposed Montgomery/Autumn Street parking structure and two buildings on the parcels south of Park Avenue and east of S. Montgomery Street that are needed to allow realignment of S. Autumn Street. Both the 2006 Stadium Proposal and modified project would include the demolition or relocation of at least two known historic resources, the former KNTV Broadcast Facility located at 645 Park Avenue and the Sunlite Baking Company building located at 145 S. Montgomery Street. Both the 2006 Stadium Proposal and modified project would include the removal of 12 buildings south of San Fernando Street to Park Avenue and east of the railroad tracks to Los Gatos Creek, on the location of the proposed stadium. Removal of the Fire Training Center buildings south of Park Avenue and west of S. Montgomery would not be required under the modified project. Abandonment and demolition of a portion of Park Avenue would be required if the proposed stadium site were enlarged to the south.

Grading and excavation activities required for construction of the modified project would be the same as for the 2006 Stadium Proposal.

Approximately 45 trees located within the project site as proposed in 2006 meet the City's definition of ordinance-size trees.[2] The removal of ordinance-size trees would be required under the modified project, although an estimated 11 fewer trees would be removed than under the 2006 Stadium Proposal.

6. Project Construction and Schedule

If a City-sponsored ballot initiative were to be approved in November 2010, site preparation, infrastructure development, road abandonment and relocation would begin in the spring of 2011. Opening day would be in April 2014 or later.

7. Employment

Employment for the modified project would be less than the 2006 Stadium Proposal due to the reduction in maximum seating capacity of the stadium and the possibly smaller number of employees needed to operate and maintain the spectator and food service facilities. A recent economic analysis

[2] An ordinance-size tree measures 56-inches or more in circumference or 18 inches in diameter at 2 feet above ground.

estimated that the modified project would generate 980 full- or part-time and seasonal jobs in a stabilized year of operations as compared to the previously estimated 1,500 to 1,800 jobs that would be generated by the 2006 Stadium Proposal.[3]

E. USES OF THE SEIR

The City of San José may use the SEIR, in conjunction with the previously approved EIR, for actions necessary to implement the project, including the following approvals for a publicly funded project:

- Ballot Initiative to facilitate or allow the project.
- Contracts for public infrastructure improvements.
- Site and right-of-way acquisition.
- Demolition, grading, building, encroachment and other construction permits.
- Stormwater Pollution Prevention Plan (SWPPP).
- Vacation or deletion of streets including Montgomery Street between San Fernando and Park Avenue and all of Otterson Street.
- Relinquishment or rerouting of SR 82.
- General Plan Amendment for Park Avenue.
- Rezoning, land use permits, and related lot line adjustments to create a development site.
- Disposition Development Agreement(s).
- Any documents or approvals necessary to implement the project described in this EIR.
- Relocation of utilities including storm, sanitary, electrical, a private utilities cable, etc.

The SEIR, in conjunction with the previously approved EIR, may also be used by the following agencies for other regulatory reviews and approvals that may be necessary to implement the project:

- City of San José/Redevelopment Agency/Board/City Council.
- Valley Transportation Authority (VTA).
- Bay Area Regional Water Quality Control Board (RWQCB).
- Santa Clara Valley Water District (SCVWD).
- California Public Utilities Commission (PUC).
- Bay Area Air Quality Management District (BAAQMD).
- California Department of Transportation (Caltrans).
- PG&E substation relocation and or redevelopment
- Joint Powers Board (Caltrain)

[3] Convention, Sports and Leisure, 2009. *Economic Impact Analysis: Proposed Major League Ballpark*, prepared for the Redevelopment Agency of the City of San José. September 9.

IV. SETTING, IMPACTS AND MITIGATION MEASURES

IV. SETTING, IMPACTS AND MITIGATION MEASURES

This chapter contains an analysis of each potentially significant environmental issue that has been identified in the Notice of Preparation (NOP) and Initial Study prepared for the modified project. Copies of the NOP and Initial Study are included as Appendix A and B, respectively, in this SEIR. The sections of this chapter describe the environmental setting of the proposed project site as it relates to each specific issue. The impacts resulting from implementation of the proposed project and mitigation measures that would reduce impacts of the project, if necessary, are also presented in each of the sections.

DETERMINATION OF SIGNIFICANCE

Under CEQA, a significant effect is defined as a substantial, or potentially substantial, adverse change in the environment.[1] The *CEQA Guidelines* direct that this determination be based on scientific and factual data. Each impact and mitigation measure section of this chapter is prefaced by a summary of criteria of significance. These criteria have been developed using the *CEQA Guidelines* and applicable City policies, such as the *San José 2020 General Plan* (General Plan).

1. Issues Addressed in the Draft EIR

The following environmental issues are addressed in this chapter: (A) Transportation, Circulation and Parking, (B) Noise, and (C) Global Climate Change. Preliminary analysis included in the Initial Study (included as Appendix B to this EIR) determined that the proposed modified project would not result in significant impacts to all other environmental topics. Consequently, these issues are not examined in this chapter of the EIR.

2. Format of Issue Sections

Each environmental topic considered in this chapter is comprised of two primary sections: (1) Setting, and (2) Impacts and Mitigation Measures. An overview of the general organization and the information provided in the two sections is provided below:

- *Setting*. The Setting section for each environmental topic generally provides a description of the applicable physical setting for the project site and its surroundings at the beginning of the environmental review process (e.g., existing traffic conditions). An overview of regulatory considerations that are applicable to the specific environmental topic is also provided.
- *Impacts and Mitigation Measures*. The Impacts and Mitigation Measures section for each environmental topic presents a discussion of the impacts that could result from implementation of the proposed modified project. The section begins with the criteria of significance, establishing the thresholds to determine whether an impact is significant. The latter part of this section presents the impacts from the proposed project and mitigation measures, if required. The impacts of the proposed modified project are delineated into separate categories based on their significance

[1] Public Resources Code 21068.

according to the criteria listed in each topical section: less-than-significant impacts, which do not require mitigation measures, and significant impacts, which do require mitigation measures.

Impacts are numbered and shown in bold type, and the corresponding mitigation measures are numbered and indented. Impacts and mitigation measures are numbered consecutively within each topic and begin with an acronymic reference to the impact section (e.g., TRANS). The following symbols are used for individual topics:

TRANS: Transportation, Circulation and Parking
NOISE: Noise
GCC: Global Climate Change

Impacts are also categorized by type of impact, as follows: Less-than-Significant (LTS), Significant (S), and Significant and Unavoidable (SU). These notations are provided following each impact and each mitigation measure to identify their significance before and after mitigation.

A. TRANSPORTATION, CIRCULATION AND PARKING

The following discussion of transportation, circulation and parking is based on a Supplemental Traffic Impact Analysis (TIA) prepared for the modified project.[1] A copy of the Supplemental TIA is provided in Appendix C of this SEIR. The Supplemental TIA is an update of the traffic analysis prepared for the certified EIR in 2006 and as such it reflects the reduced seating capacity of the stadium and other modifications to the proposed project as described in the Chapter III, Project Description of this SEIR. The Supplemental TIA also includes updated existing and background data, as data used in the TIA for the certified EIR are now outdated, and its cumulative analysis considers projects that were not reasonably foreseeable when the EIR was certified in early 2007, including the BART-to-San José extension and the California High Speed Rail (HSR) projects.

1. Setting

The project site, regional and local roadway system and study intersections are shown on Figure IV.A-1.

a. Scope of Study. The Supplemental TIA is based on much of the same methodology and uses many of the same assumptions as the 2006 traffic analysis. The 2006 TIA upon which the traffic, circulation and parking analysis for the certified EIR was based should be referenced for additional information regarding the standard methods and assumptions used in the supplemental traffic analysis. When different methods or assumptions are used in the supplemental analysis, they are noted.

The same facilities that were studied as part of the 2006 traffic analysis were included in the supplemental analysis. Additionally, four intersections that were evaluated as part of the response to comments for the 2006 traffic analysis and two intersections that may be affected by the newly proposed locations of the parking structure, if constructed, are included in the updated analysis. The additional intersections are included because they were shown to operate at LOS D conditions in the 2006 analysis and may be affected by the modified project. The level of service definitions are shown on Table IV.A-1.

As requested as part of the NOP process and to account specifically for the relocation of the A's an additional 46 directional freeway segments identified below are also analyzed as part of the supplemental analysis. The list of study freeway segments was expanded to evaluate the effects of ballpark traffic on I-880 and I-680 as well as additional segments on I-280 and SR 87 (for which the 2006 TIA examined select segments). The study intersections and freeway segments are identifed below. Intersections and freeway segments studied in the supplemental analysis but not in the 2006 analysis are shown in italics. Study intersections within the Congestion Management Program (CMP) of the of the Santa Clara Valley Transportation Authority (VTA) are denoted with an asterisk (*).

<u>Study Intersections</u>

NB SR 87 Ramps and W. Julian St.*
SB SR 87 Ramps and W. Julian St.*

[1] Hexagon Transportation Consultants, Inc., *San José Ballpark Supplemental Traffic Impact Analysis*, February 10, 2010.

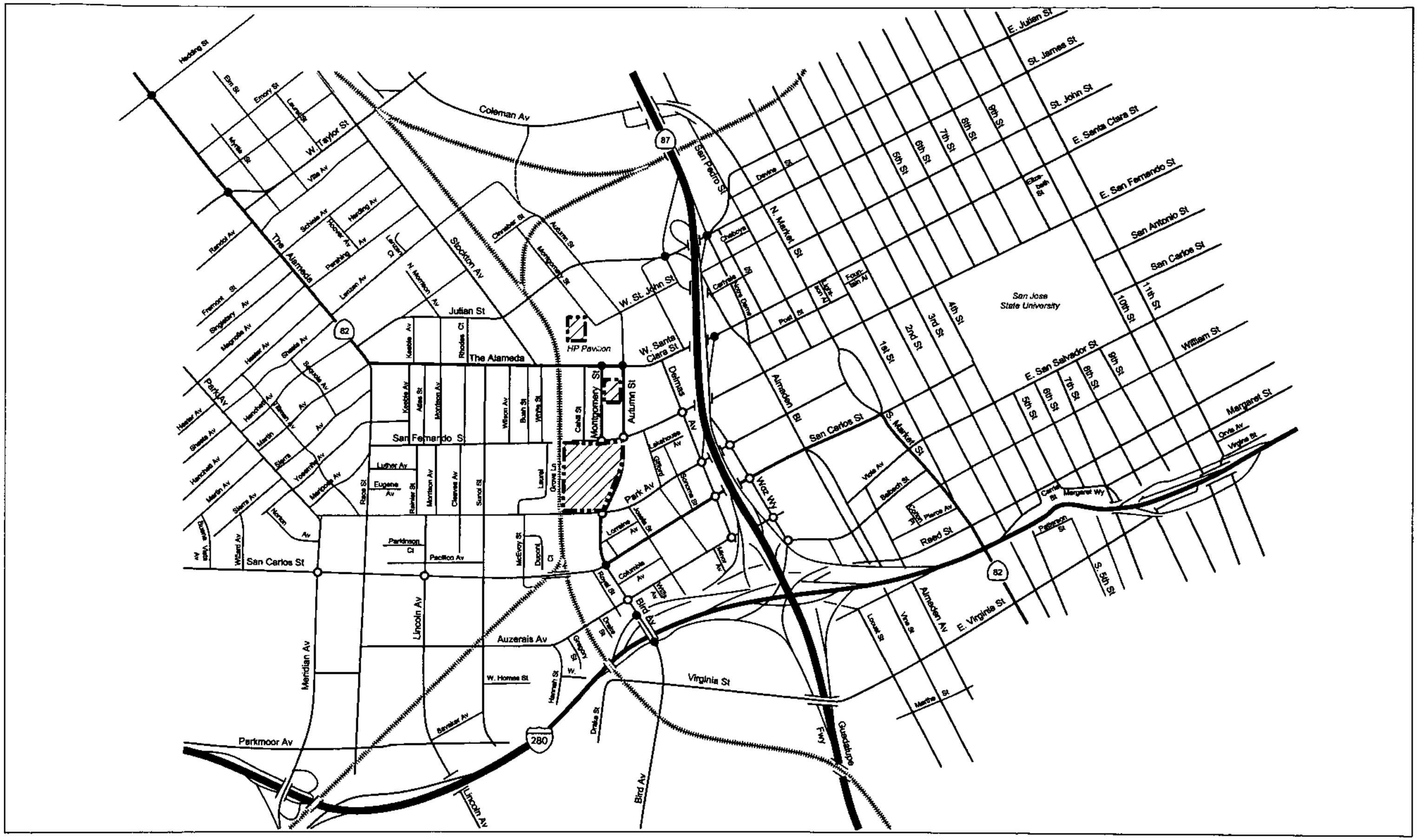


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FIGURE IV.A-1

= Project Site

= CMP Study Intersection

= Non-CMP Study Intersection

= Future Roadway

NOT TO SCALE

Baseball Stadium in the Diridon/Arena Area Supplemental EIR

Study Area and Intersections

SOURCE: HEXAGON TRANSPORTATION CONSULTANTS, JANUARY 2010.

I:\SJ00903 Ballpark Addendum/figures/Supplemental EIR/Fig_IVA1.ai (2/2/10)

Table IV.A-1: Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Control Delay Per Vehicle (seconds)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low delay.	Less than 10.0
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop that with LOS A, causing higher levels of average delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop, and individual cycle failures occur frequently.	35.1 to 55.0
E	This is considered to be the limit of acceptable by most delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	Greater than 80.0

Source: Transportation Research Board, *Highway Capacity Manual*, 2000.

NB SR 87 Ramp and Santa Clara St.*
NB I-280 Ramps and Bird Ave.*
SB I-280 Ramps and Bird Ave.*
Autumn St. and Santa Clara St.*
Autumn St. and W. San Fernando St.
Autumn St. and Park Ave.
Bird Ave and W. San Carlos St.*
Bird Ave. and Auzerais Ave.
Delmas Ave. and W. San Fernando St.
Delmas Ave. and Park Ave.
Delmas Ave. and W. San Carlos St.
Delmas Ave. and Auzerais Ave.
Woz Way and Park Ave.
Woz Way and W. San Carlos St.
Woz Way and Auzerais Ave.
SR 87 and Woz Way
*Montgomery Street and Santa Clara Street**
Montgomery Street and San Fernando Street
Lincoln Avenue and San Carlos Street
Meridian Avenue and San Carlos Street
*The Alameda and Naglee Avenue**
*The Alameda and Hedding Street**

Study Freeway Segments

SR 87 northbound between Capitol Expressway and Curtner Avenue
SR 87 southbound between Capitol Expressway and Curtner Avenue
SR 87 northbound between Curtner Avenue and Almaden Expressway
SR 87 southbound between Curtner Avenue and Almaden Expressway
SR 87 northbound between Almaden Expressway and Alma Avenue
SR 87 southbound between Almaden Expressway and Alma Avenue
SR 87 northbound between Alma Avenue and I-280
SR 87 southbound between Alma Avenue and I-280
SR 87 northbound between I-280 and Julian Street
SR 87 southbound between I-280 and Julian Street
SR 87 northbound between Julian Street and Coleman Avenue
SR 87 southbound between Julian Street and Coleman Avenue
SR 87 northbound between Coleman Avenue and Taylor Street
SR 87 southbound between Coleman Avenue and Taylor Street
SR 87 northbound between Taylor Street and Skyport Drive
SR 87 southbound between Taylor Street and Skyport Drive
SR 87 northbound between Skyport Drive and US 101
SR 87 southbound between Skyport Drive and US 101
I-280 eastbound between Saratoga Avenue and Winchester Boulevard
I-280 westbound between Saratoga Avenue and Winchester Boulevard
I-280 eastbound between Winchester Boulevard and I-880
I-280 westbound between Winchester Boulevard and I-880
I-280 eastbound between I-880 and Meridian Avenue
I-280 westbound between I-880 and Meridian Avenue
I-280 eastbound between Meridian Avenue and Bird Avenue
I-280 westbound between Meridian Avenue and Bird Avenue
I-280 eastbound between Bird Avenue and SR 87
I-280 westbound between Bird Avenue and SR 87
I-280 eastbound between SR 87 and 10th Street
I-280 westbound between SR 87 and 10th Street
I-280 eastbound between 10th Street and McLaughlin Avenue
I-280 westbound between 10th Street and McLaughlin Avenue
I-280 eastbound between McLaughlin Avenue and US 101
I-280 westbound between McLaughlin Avenue and US 101
I-680 northbound between US 101 and King Road
I-680 southbound between US 101 and King Road
I-680 northbound between King Road and Capitol Expressway
I-680 southbound between King Road and Capitol Expressway
I-680 northbound between Capitol Expressway and Alum Rock Avenue
I-680 southbound between Capitol Expressway and Alum Rock Avenue
I-680 northbound between Alum Rock Avenue and Mckee Road
I-680 southbound between Alum Rock Avenue and Mckee Road
I-880 northbound between I-280 and Stevens Creek Boulevard
I-880 southbound between I-280 and Stevens Creek Boulevard
I-880 northbound between Stevens Creek Boulevard and North Bascom Avenue
I-880 southbound between Stevens Creek Boulevard and North Bascom Avenue

I-880 northbound between North Bascom Avenue and The Alameda
I-880 southbound between North Bascom Avenue and The Alameda
I-880 northbound between The Alameda and Coleman Avenue
I-880 southbound between The Alameda and Coleman Avenue
I-880 northbound between Coleman Avenue and SR 87
I-880 southbound between Coleman Avenue and SR 87
I-880 northbound between SR 87 and North 1st Street
I-880 southbound between SR 87 and North 1st Street
I-880 northbound between North 1st Street and US 101
I-880 southbound between North 1st Street and US 101
I-880 northbound between US 101 and East Brokaw Road
I-880 southbound between US 101 and East Brokaw Road
I-880 northbound between East Brokaw Road and Montague Expressway
I-880 southbound between East Brokaw Road and Montague Expressway

(1) Event Scenarios. The event scenarios are the same as those analyzed in the 2006 traffic analysis. As noted then, the major league baseball season and the regular national hockey league season have 2 weeks overlap in April and 1 to 2 weeks overlap in September/October. If the Sharks were to advance to the league playoffs, as they did in the 2003-2004 season, then the games could continue through May and there would be further overlap between the hockey and baseball seasons, which could result in approximately an 8-week period of some potential simultaneous events at the HP Pavilion and the proposed ballpark.

In addition, it is acknowledged that there is some potential for future basketball games to be held at the HP Pavilion. Since the National Basketball Association (NBA) season runs concurrently with the National Hockey League (NHL) season (and their use of the HP Pavilion at any given time would be mutually exclusive), the simultaneous-event scenario captures the occurrence of basketball (or hockey) and baseball games occurring simultaneously. It is anticipated the seating capacity for a hockey game at the HP Pavilion and a basketball game at the HP Pavilion would be the same, and so therefore, the use of the HP Pavilion for basketball games would not result in additional impacts, but would result in more frequent impacts from simultaneous events.

There is also the potential for events or festivals to be held at the Arena Green and other public places where festivals and events occur throughout the downtown concurrently with baseball games or events at the HP Pavilion. These events, which would require permits from the City and are currently managed by the City, are already designed to plan for expected traffic and parking demands. Based on the history of past events, most of those public events occur on weekends, while a lesser number occur on Thursday and Friday evenings, with the fewest events occurring Monday through Wednesday evenings. A fundamental objective of the Downtown Strategy 2000 Plan, which was the subject of an EIR and approved by City Council June 21, 2005 with Resolution No. 72767, is to promote the development of a prominent and vital 24-hour downtown that is a catalyst to bring new investment, residents, and visitors to the center of the City. The Plan envisions Downtown as a regional focus for employment, cultural activities, entertainment, civic uses and retail activity at the hub of an expanding transit network and proximate to existing and planned residential areas. Therefore, it is a desired outcome, addressed in the 2005 Downtown Strategy 2000 Final EIR, for the Downtown to host multiple events, festivals, and cultural activities, some of which will occur concurrently with baseball and/or HP Pavilion events, reflecting a Downtown that is a major

entertainment destination. The operations of multiple concurrent Downtown events would be coordinated by the City and the event operators through the Traffic, Parking, and Management Plan process, as has successfully occurred in the past.

The traffic analysis for the single-event scenario is based on the occurrence of a weekday evening baseball game without a simultaneous event at the HP Pavilion. The traffic analysis for the simultaneous-events scenario is based upon the occurrence of a weekday evening baseball game with a simultaneous event at the HP Pavilion.

(2) Study Time Periods. The supplemental analysis includes the evaluation of traffic conditions for the same three scenarios studied in the 2006 traffic analysis:

- Single-Event (Baseball Game) 5 p.m. to 6 p.m.
- Single-Event (Baseball Game) 6 p.m. to 7 p.m.
- Simultaneous Events (Baseball and Hockey/Basketball Games) 6 p.m. to 7 p.m.

The ingress period preceding a weekday evening game represents the time of highest combined traffic with the project. Traffic impacts after a weekday evening game ends or before a weekday afternoon game begins are expected to be lower than those during the time periods analyzed because background traffic volumes are substantially lower during those hours.

In addition to the analysis of study intersections and freeway segments, this section of the SEIR also includes the following analyses: potential parking impacts; adequacy of pedestrian facilities; and potential impacts on nearby neighborhoods.

(3) Analysis Scenarios. Traffic conditions were evaluated for the following four scenarios:

Scenario 1: Existing Conditions. Existing conditions reflect the traffic volumes obtained from new manual turning-movement counts conducted in May 2009 on days with no event at the HP Pavilion. Existing volumes for the simultaneous-event scenario, with a hockey game at the HP Pavilion, were developed by adding the difference between counts collected in November 2005 on days with and without a hockey game to the new manual turning-movement counts conducted in May 2009. New counts for the simultaneous-event scenario could not be completed as part of the updated analysis because the hockey season had ended by the time this analysis was undertaken. However, the seating capacity for the HP Pavilion has not changed since 2005, so there is no reason to believe the traffic counts would be materially different.

Senario 2: Background Conditions. Background traffic volumes were estimated by adding to existing volumes the projected volumes from approved but not yet completed developments. The traffic volumes associated with approved developments were obtained from the most recent City of San José TRAFFIX database. Background conditions also reflect planned changes to the roadway network, including the extension of Autumn Street northward to Coleman Avenue.

Scenario 3: Project Conditions. Traffic volumes with the project (hereafter called project traffic volumes) were estimated by adding to background traffic volumes the additional traffic generated by the proposed ballpark and the changes in traffic patterns resulting from the proposed roadway network changes. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Scenario 4: Cumulative Conditions. Cumulative conditions include traffic added by all potential development in the area. For this study the traffic generated by buildout of Downtown San José in accordance with the *Strategy 2000 Plan* along with the planned extension of BART to San Jose were added to represent cumulative conditions.

b. Methodology. Traffic conditions at the study intersections were evaluated using the level of service methodology. Level of service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. Signalized study intersections located in the City of San José are usually subject to both the City of San José and CMP level of service standards. Both methods are described below.

(1) City of San José Signalized Intersections. The City of San José level of service methodology uses the TRAFFIX software program, which is based on the Highway Capacity Manual (HCM) 2000 method for signalized intersections. TRAFFIX evaluates signalized intersection operations on the basis of average delay for all vehicles at a specified intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of San José methodology employs the CMP default values for the analysis parameters. The City of San José level of service standard for signalized intersections is LOS D or better. The correlation between average delay and level of service is shown in Table IV.A-1. The City's Downtown Core Policy states ...the Downtown Core Area is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the LOS "D" Performance Criteria. Nevertheless, for this study, the intersections are evaluated following standard level of service policy procedures in order to disclose the level of service of the surrounding signalized intersections under the project traffic conditions.

(2) CMP Intersections. Since TRAFFIX is the designated level of service methodology for both the CMP and the City of San José, the CMP study intersections are not analyzed separately, but rather are among the City of San José signalized study intersections analyzed using TRAFFIX. The only difference between the San José and CMP analyses is that project impacts are determined on the basis of different level of service standards – the CMP level of service standard for signalized intersections is LOS E or better.

(3) Freeway Segments. As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N*S)$$

where:

D = density, in vehicles per mile per lane (vpmpl)

V = peak hour volume, in vehicles per hour (vph)

N = number of travel lanes
S = average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table IV.A-2. The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from HOV (carpool) lanes. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments six lanes or wider in both directions and a capacity of 2,200 vphpl be used for segments four lanes wide in both directions. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Table IV.A-2: Freeway Segment Level of Service Definitions Based on Delay

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver with the traffic stream.	Less than 11.0
B	Speeds at the free-flow speed are generally maintained. The ability of maneuver with the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	11.1 to 18.0
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream noticeably restricted, and lane changes require more vigilance on the part of the driver.	18.1 to 26.0
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	26.1 to 46.0
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver with the traffic stream.	46.1 to 58.0
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	Greater than 58.0

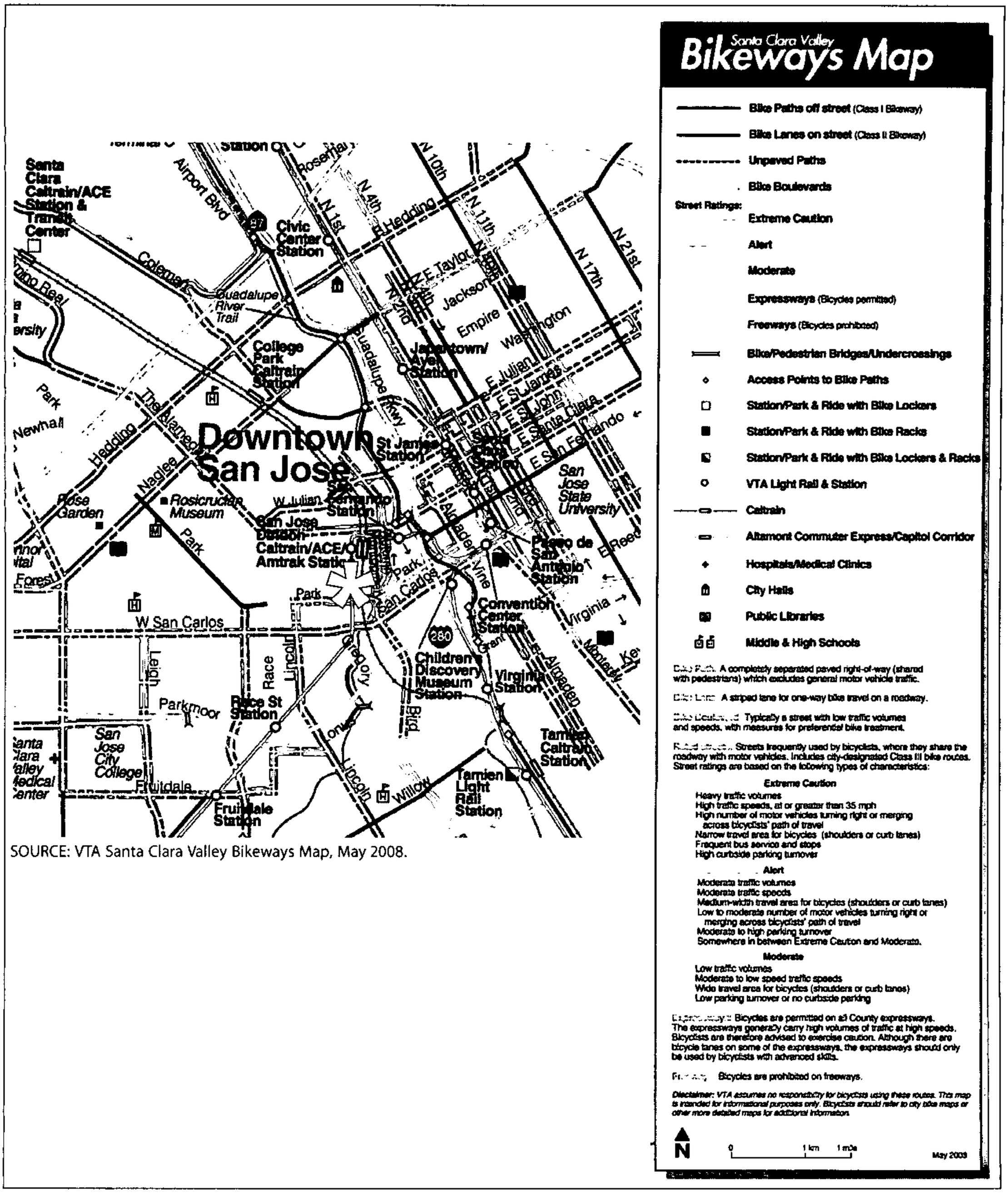
Source: Transportation Research Board, *Highway Capacity Manual* (2000), Washington, D.C.; and *Traffic Level of Service Analysis Guidelines* (June 2003), Santa Clara Valley Transportation Authority.

c. Existing Traffic, Transit and Parking Setting. This section describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, parking facilities, and bicycle and pedestrian facilities.

(1) Existing Roadway Network. Regional access to the project site is provided via I-280, I-880, and SR 87. The roadway system is the same as that analyzed in the 2006 traffic analysis, although as noted previously, additional intersections and freeway segments are included in the supplemental analysis.

(2) Existing Bicycle Facilities. The existing bicycle facilities in the project area are shown in Figure IV.A-2. The facilities are the same as those analyzed in the 2006 analysis, with the addition of bicycle facilities on the following streets:

- San Fernando Street, between 10th Street and SR 87
- Coleman Avenue, between Taylor Street and SR 87
- 3rd Street, between Julian Street and Jackson Street



SOURCE: VTA Santa Clara Valley Bikeways Map, May 2008.

LSA

FIGURE IV.A-2

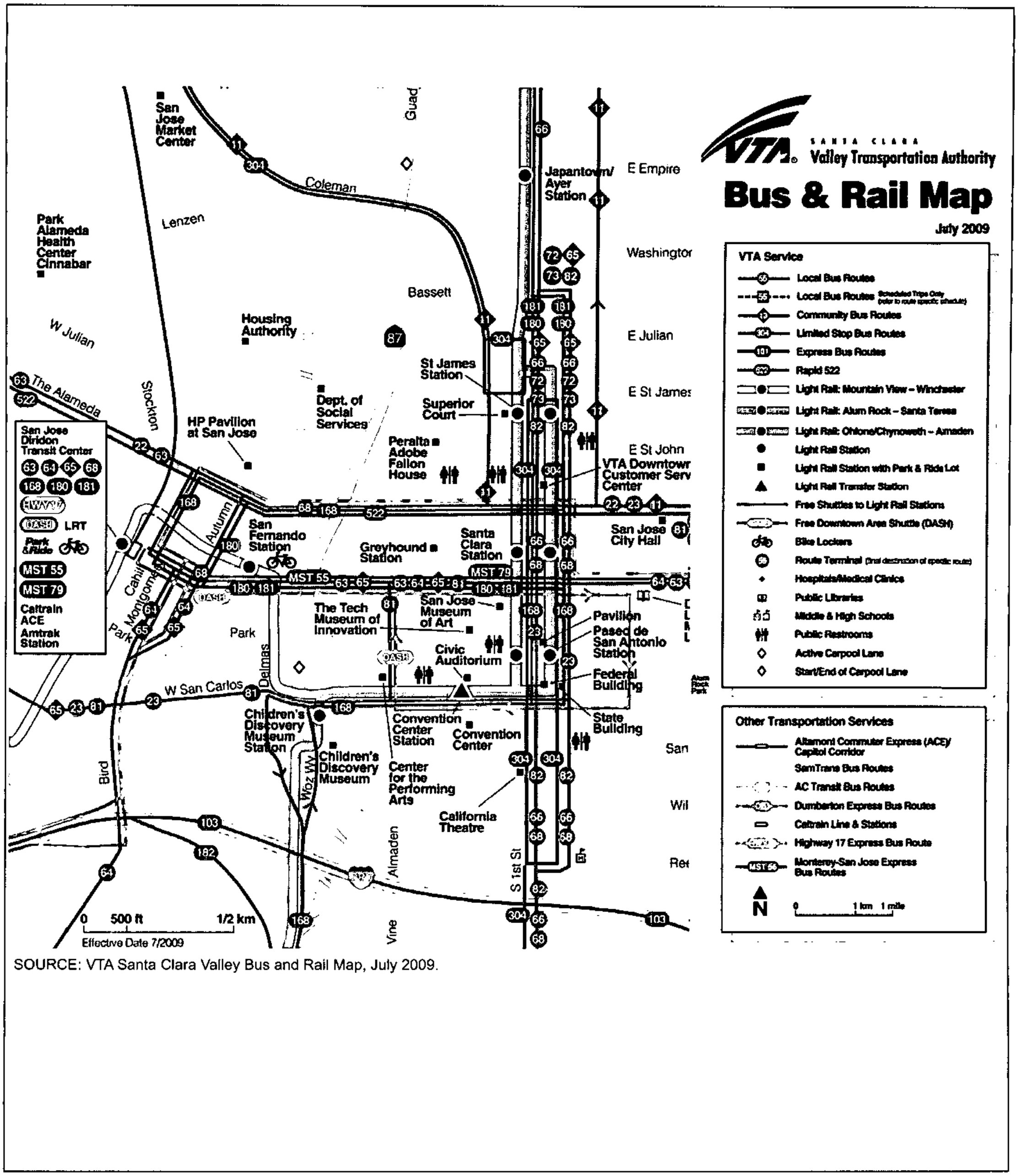
= PROJECT SITE

Baseball Stadium in the Diridon/Arena Area Supplemental EIR

Existing Bicycle Facilities

SOURCE: HEXAGON TRANSPORTATION CONSULTANTS, JANUARY 2010.

I:/SJO0903 Ballpark Addendum/figures/Supplemental EIR/Fig_IVA2.ai (1/19/10)



SOURCE: VTA Santa Clara Valley Bus and Rail Map, July 2009.

LSA

FIGURE IV.A-3

Baseball Stadium in the Diridon/Arena Area Supplemental EIR

Existing Transit Services

SOURCE: HEXAGON TRANSPORTATION CONSULTANTS, JANUARY 2010.

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- 4th Street, between Julian Street and Jackson Street

Existing Transit Service. The stadium site is adjacent to Diridon Station, which is served by numerous bus, LRT, and commuter rail routes. These transit services are described below and shown in Figure IV.A-3.

Bus Service. Diridon Station is served by eight bus routes and the DASH shuttle (see Table IV.A-3). In addition, two more bus routes are only two blocks away on The Alameda. Most routes are the same as those included in the 2006 analysis with a few exceptions; current headways are noted in Table IV.A-3. Route 305, which was included in the 2006 analysis, was discontinued in January 2008. Route 180 now operates only on weekends in the project area and Route 181, which follows a route similar to that of Route 180, now serves the project area on weekdays. Route 168 provides express service between the Gilroy Transit Center and Diridon Station during weekday morning and afternoon commute hours with 30-minute headways; the last bus leaves Diridon Station at about 5:30 p.m.

Table IV.A-3: Existing Bus Lines

Location /Route	Route Description	Commute Hour Headways
At Diridon Station		
63	Almaden Valley to San José State University	30
64	Almaden LRT Station to Penitencia Creek Transit Center	15 – 20
65	Almaden LRT Station to San José State University	60
68	Gilroy/Gavilan College to Diridon Station	15 – 30
168	*Gilroy Transit Center to Diridon Station*	*30*
180	Fremont BART Station to Diridon Station	--
181	*Fremont BART Station to Diridon Station*	*15*
970 Hwy 17	Santa Cruz/Scotts Valley to San José	10 – 45
DASH	Downtown Shuttle	10
On the Alameda (two blocks)		
22	Eastridge Transit Center to Palo Alto/Menlo Park	10 – 15
522	Eastridge Transit Center to Palo Alto Transit Center	15 – 20

Note: Headways are based on July, 2009 VTA Bus Route Schedule; "--" Indicates no service; New routes are shown in italics. Route 305, which was included in the 2006 analysis, was discontinued in January 2008; Route 180 provides only weekend service.

Source: Hexagon Transportation Consultants, 2010.

Light Rail Transit (LRT) Service. LRT service is unchanged; Diridon Station is served by the Vasona LRT line. The Vasona line operates until midnight seven days a week, generally on 15-minute headways on weekdays and 30-minute headways on the weekend.

Rail Service. Diridon Station is served by Caltrain, ACE, and AMTRAK trains. The ACE service presently does not run at night, so it would not be an option for most ball games. Amtrak operates seven days a week until midnight, usually on 2-hour headways. Caltrain operates seven days a week until midnight, usually on 5- to 25-minute headways on weekdays and on 1-hour headways on the weekend.

(3) Existing Traffic Conditions. New manual turning-movement counts were conducted in May 2009 at all study intersections on a night with no event at the HP Pavilion. All study intersections were counted in November 2005 on nights with and without events at the HP Pavilion as part of the 2006 traffic analysis. At the time of the update of the traffic analysis, the NHL hockey season had ended. Since it was not possible to complete new intersection counts on a night of a hockey game as part of the updated analysis, the November 2005 counts were utilized to develop the updated existing volumes for the simultaneous-event scenario. The differences between the November 2005 hockey and no-hockey counts were applied to the new May 2009 no-hockey counts

to represent the updated existing volumes with hockey. The new traffic count data and detailed volume summary tables, which include the existing traffic volumes and count dates for all study intersections, are included in the Supplemental TIA (Appendix C of this SEIR).

The traffic counts were used to calculate existing levels of service at the study intersections. The existing lane configurations were provided by City staff and confirmed by field observations. Table IV.A-4 shows that all the study intersections currently operate at LOS D or better, which is acceptable by City and CMP standards, both with and without a hockey game.

Table IV.A-4: Existing Intersection Level of Service Summary

Intersection	Existing 5 to 6 p.m.		Existing 6 to 7 p.m. No Hockey		Existing 6 to 7 p.m. With Hockey	
	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS
NB SR 87 Ramps and W. Julian St.*	41.3	D	39.8	D	41.4	D
SB SR 87 Ramps and W. Julian St.*	18.5	B	15.3	B	18.5	B
NB SR 87 Ramp and Santa Clara St.*	16.1	B	16.2	B	16.4	B
NB I 280 Ramps and Bird Ave.*	30.6	C	26.6	C	28.1	C
SB I 280 Ramps and Bird Ave.*	29.4	C	29.2	C	31.2	C
S. Autumn St. and Santa Clara St.*	20.5	C	18.0	B	25.2	C
Bird Ave and W. San Carlos St.*	38.8	D	37.2	D	35.5	D
SR 87 and Woz Way	10.7	B	10.1	B	8.0	A
S. Autumn St. and W. San Fernando St.	10.4	B	10.0	B	8.5	A
Bird Ave. and Auzerais Ave.	27.5	C	26.3	C	20.9	C
Delmas Ave. and Auzerais Ave.	17.7	B	17.8	B	17.1	B
Woz Way and Auzerais Ave.	25.8	C	23.9	C	18.6	B
Delmas Ave. and Park Ave.	24.5	C	23.5	C	24.6	C
Delmas Ave. and W. San Carlos St.	18.8	B	16.9	B	17.7	B
S. Autumn St. and Park Ave.	32.1	C	33.0	C	31.0	C
Woz Way and Park Ave.	18.9	B	20.5	C	20.1	C
Woz Way and W. San Carlos St.	23.7	C	23.7	C	23.0	C
Delmas Ave. and W. San Fernando St.	14.6	B	15.2	B	16.0	B
Montgomery St. and Santa Clara St. *	19.0	B	19.8	B	25.1	C
Montgomery St. and San Fernando St.	13.3	B	13.2	B	15.7	B
San Carlos St. and Lincoln Ave.	40.0	D	36.7	D	34.7	C
San Carlos St. and Meridian Ave.	43.6	D	41.0	D	41.0	D
The Alameda and Taylor St./ Naglee Ave. *	41.0	D	36.7	D	34.1	C
The Alameda and Hedding St. *	30.7	C	27.3	C	28.4	C

Note: All counts were made in May 2009; Intersections studied in the supplemental analysis but not in the 2006 analysis are shown in italics.
* Denotes CMP Intersection
Source: Hexagon Transportation Consulting 2010.

The existing peak hour traffic volumes for the study freeway segments were updated utilizing the 2008 CMP Monitoring Report. The freeway segment analysis includes directional segments along SR 87, I-280, I-680, and I-880. The study freeway segments were evaluated for the 5:00 to 6:00 p.m. hour. Although project traffic is expected to peak after 6:00 p.m., the overall traffic and worst case scenario on the freeway system is greatest before 6:00 p.m. due to heavy commute traffic.

(4) Existing Parking Facilities. The available parking inventory in the Diridon/Arena and Downtown area compiled for the 2006 traffic analysis was updated along with revised parking demands for the two lower stadium seating capacities that are now proposed. The proposed project would include on-site parking (approximately 150 spaces) for players and staff and three possible parking options for ballgame attendees – a 1,200-space garage located south of Santa Clara Street between Montgomery and Autumn streets, a 1,300-space garage located on the HP Pavilion parking lot, or a "no parking structure" option. Under all options, ballpark patrons would utilize existing parking garages and lots in the Diridon/Arena area and parking facilities within the downtown core area east of SR 87. An inventory of existing parking facilities in these areas (stratified by distance from the project) is provided in Table IV.A-5. Figure IV.A-4 shows the location and capacity of existing off-street parking facilities. Within ¾ miles from the stadium, a total of 18,463 parking spaces currently exist to the north and east of the project site. Assuming that these spaces are 25 percent occupied in the evening without an event at the HP Pavilion, there are an estimated 13,847 available parking spaces for the stadium. Table IV.A-5 also shows an additional 10,406 spaces available beyond the ¾-mile radius zone.

d. Background Conditions. Background conditions are defined as conditions just prior to completion of the proposed development. Background transportatation network conditions assume the completion of the Autumn Street extension to Coleman Avenue, as described in the 2006 traffic analysis and SEIR. Background traffic volumes were calculated by adding to the existing volumes the traffic reassignment resulting from the planned Autumn Street Extension and the estimated traffic from approved but not yet constructed developments in the vicinity of the site. Estimates of the added traffic from approved but not yet constructed developments were provided by the City in the form of the Approved Trips Inventory (ATI). The ATI data are included in Appendix C. Trips added from the above-described sources were added to the existing volumes and background traffic volumes were calculated. The level of service results for background conditions (Table IV.A-6) indicate that all the study intersections are projected to operate at LOS D or better, which is within the City and CMP standard, both with and without a hockey game.

2. Project Impacts and Mitigation Measures

This section describes significant project impacts, and measures that are recommended to mitigate project impacts. Included are descriptions of the significance criteria that define an impact, estimates of project-generated traffic, identification of the impacts, and descriptions of the mitigation measures. Project conditions are represented by background traffic conditions with the addition of traffic generated by the project.

a. Criteria of Significance. For the purposes of this SEIR, the proposed project would be said to create a significant adverse impact if it were to exceed any of the thresholds described below.

(1) City of San José Definition of Significant Intersection Impacts. The project is said to create a significant adverse impact on traffic conditions at a study intersection in the City of San José if for either peak-hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under project conditions, or

Table IV.A-5: Existing Parking Facilities

Lot Number	Facility Name	Type	Unrestricted Parking Capacity
Off-Street Parking Facilities Within 1/3 Mile Radius			
18	Arena Lot D	Public	228
19	San José Water Lot (west)	Private w/Public Access	280
20	San José Water Lot (east)	Private w/Public Access	575
21	Santa Clara/87	Public	232
42	Park Center Plaza III	Private w/Public Access	1,320
47	Cahill Lot 4	Public	149
49	Cahill Lot 1	Public	180
50	Cahill Lot 2	Public	162
51	Cahill Lot 3	Public	90
56	Palermo Lot	Private w/Public Access	26
57	Power Play Hockey Lot	Private w/Public Access	14
59	CCW Properties	Private w/Public Access	70
		Subtotal	*3,326*
Off-Street Parking Facilities Within 1/3- to 2/3-Mile Radius			
1	Market/San Pedro Garage	Public	1,393
4	Ernst & Young Garage	Private w/Public Access	400
10	Comerica - 333 W. Santa Clara	Private w/Public Access	736
14	Auzerais Lot	Private w/Public Access	71
24	Fairmont Plaza	Private w/Public Access	626
25	10 Almaden	Private w/Public Access	700
26	Opus West-225 W. Santa Clara	Private w/Public Access	805
27	160 W. Santa Clara	Private w/Public Access	461
29	95 S. Market Street	Private w/Public Access	95
32	Park Center Plaza I	Private w/Public Access	1,066
33	Adobe	Private w/Public Access	1,104
34	Riverpark	Private w/Public Access	1,413
35	San Pedro Square	Private w/Public Access	118
37	California Bank & Trust-84 W. Santa Clara	Private w/Public Access	35
38	National Lot (1 South Market St.)	Private w/Public Access	82
40	Plaza Lot (San Pedro/St. James)	Private w/Public Access	195
43	Terraine Lot	Private w/Public Access	75
44	Arena Lots A, B and C	Public	1,447
45	Crowne Plaza Garage	Private w/Public Access	276
46	Notre Dame Lot (nw c/o Notre Dame/St John)	Private w/Public Access	99
48	Almaden/Woz Lot	Public	365
55	Milligan Lot	Private w/Public Access	45
58	Woz/87 Lot	Public	283
60	Convention Center	Public	675
		Subtotal	*12,565*
Off-Street Parking Facilities Within 2/3 to 3/4 Mile Radius			
5	2nd/San Fernando (Block 2)	Public	154
7	Market/San Carlos (Block 8)	Public	92
17	Autumn St. Lot (Akatiff Lot)	Private w/Public Access	523
22	Pavilion Garage	Private w/Public Access	261
28	60 S. Market Street	Private w/Public Access	814
30	Community Towers	Private w/Public Access	89
39	Victory Parking	Private w/Public Access	439

Lot Number	Facility Name	Type	Unrestricted Parking Capacity
66	South Hall Lot	Public	155
61	Almaden/Balbach Lot	Public	45
		Subtotal	*2,572*
Off-Street Parking Facilities Outside 3/4 Mile Radius			
2	Third Street Garage	Public	837
3	2nd/S. Carlos Garage	Public	544
6	Central Place Lot (Block 3)	Public	156
9	4th Street Garage	Public	750
12	2nd/St. James (Oaisis Lot)	Public	138
13	First/St. James Lot	Public	37
15	San Pedro/Bassett Lot	Public	118
23	Colonade (201 S. Fourth)	Private w/Public Access	145
31	Second/San Carlos(behind McDonalds)	Private w/Public Access	100
36	Fountain Alley	Public	160
41	Valley Title	Private w/Public Access	294
52	SJ State University 10th Street Garage	Public	1,927
53	SJ State University 4th Street Garage	Public	1,136
54	SJ State University 7th Street Garage	Public	1,980
64	First Street and I-280 Lot	Public	113
67	New City Hall Garage	Public	372
68	City Hall Employee Garage	Public	1,117
69	Central Place Garage (The 88)	Public	330
70	Third & Santa Clara (The Globe)	Public	67
71	10 S. Third Street	Private w/Public Access	85
		Subtotal	*10,406*
		TOTAL	**28,869**

Notes: Compilation does not include parking facilities west of the project site. The numbers of parking spaces in the various lots are based on data available in the summer of 2009. Numbers may vary over time.

Source: Hexagon Transportation Consultants, 2010.

Table IV.A-6: Background Intersection Level of Service Summary

	5 to 6 p.m.				6 to 7 p.m. No Hockey				6 to 7 p.m. With Hockey			
	Existing		Background		Existing		Background		Existing		Background	
Intersection	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS
NB SR 87 Ramps and W. Julian St.*	41.3	D	43.5	D	39.8	D	40.8	D	41.4	D	44.0	D
SB SR 87 Ramps and W. Julian St.*	18.5	B	18.4	B	15.3	B	17.9	B	18.5	B	18.9	B
NB SR 87 Ramp and Santa Clara St.*	16.1	B	16.8	B	16.2	B	16.3	B	16.4	B	16.8	B
NB I 280 Ramps and Bird Ave.*	30.6	C	41.1	D	26.6	C	26.8	C	28.1	C	28.9	C
SB I 280 Ramps and Bird Ave.*	29.4	C	41.0	D	29.2	C	32.4	C	31.2	C	36.8	D
S. Autumn St. and Santa Clara St.*	20.5	C	32.1	C	18.0	B	29.4	C	25.2	C	36.3	D
Bird Ave and W. San Carlos St.*	38.8	D	41.0	D	37.2	D	37.4	D	35.5	D	37.0	D
SR 87 and Woz Way	10.7	B	10.9	B	10.1	B	10.6	B	8.0	A	10.2	B
S. Autumn St. and W. San Fernando St.	10.4	B	11.4	B	10.0	B	11.0	B	8.5	A	11.8	B
Bird Ave. and Auzerais Ave.	27.5	C	32.1	C	26.3	C	29.4	C	20.9	C	27.6	C
Delmas Ave. and Auzerais Ave.	17.7	B	17.0	B	17.8	B	17.1	B	17.1	B	16.4	B
Woz Way and Auzerais Ave.	25.8	C	27.1	C	23.9	C	25.3	C	18.6	B	20.9	C
Delmas Ave. and Park Ave.	24.5	C	29.2	C	23.5	C	25.8	C	24.6	C	26.7	C
Delmas Ave. and W. San Carlos St.	18.8	B	25.5	C	16.9	B	23.4	C	17.7	B	24.3	C
S. Autumn St. and Park Ave.	32.1	C	35.4	D	33.0	C	34.6	C	31.0	C	34.5	C
Woz Way and Park Ave.	18.9	B	23.2	C	20.5	C	23.1	C	20.1	C	22.0	C
Woz Way and W. San Carlos St.	23.7	C	26.8	C	23.7	C	25.5	C	23.0	C	25.4	C
Delmas Ave. and W. San Fernando St.	14.6	B	34.3	C	15.2	B	21.0	C	16.0	B	22.9	C
Montgomery St. and Santa Clara St. *	19.0	B	21.2	C	19.8	B	21.1	C	25.1	C	27.6	C
Montgomery St. and San Fernando St.	13.3	B	13.2	B	13.2	B	13.1	B	15.7	B	17.2	B
San Carlos St. and Lincoln Ave.	40.0	D	41.9	D	36.7	D	38.2	D	34.7	C	36.7	D
San Carlos St. and Meridian Ave.	43.6	D	45.5	D	41.0	D	42.0	D	41.0	D	42.1	D
*The Alameda and Taylor St./ Naglee Ave.**	41.0	D	44.1	D	36.7	D	37.8	D	34.1	C	36.3	D
The Alameda and Hedding St. *	30.7	C	32.5	C	27.3	C	28.3	C	28.4	C	29.9	C

Note: All counts were made in May 2009; Intersections studied in the supplemental analysis but not in the 2006 analysis are shown in italics.
* Denotes CMP Intersection
Source: Hexagon Transportation Consulting 2010.

LSA

= Project Site

= Garage Location

xx = Facility Number

xxxx = Facility Capacity (spaces)

= 1/3 Mile Radius

= 2/3 Mile Radius

= 3/4 Mile Radius

63 = HP Pavilion Option Provides1,300 Spaces/
Montgomery/Autumn Garage Option Provides 1,200 Spaces/
No Garage Option
Only one of the three options will be selected

N

FIGURE IV.A-4

Baseball Stadium in the Diridon/Arena Area Supplemental EIR

Off-Street Parking Facilities

SOURCE: HEXAGON TRANSPORTATION CONSULTANTS, JANUARY 2010.

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Back of Figure IV.A-4: Off-Street Ballpark Parking Facilities

2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four or more seconds *and* the demand-to-capacity ratio (V/C) to increase by .01 or more.

All study intersections were evaluated following standard LOS policies and procedures in order to disclose the level of service of the surrounding signalized intersections under the project traffic conditions. However, all of the intersections located within the Downtown Core Area are exempt from the City's LOS policy. The policy states … the Downtown Core Area is exempted from traffic LOS "D" performance criteria.

A significant freeway impact by City of San José standards is said to be satisfactorily mitigated when measures are implemented that would restore freeway conditions level of service to background conditions or better.

(2) CMP Definition of Conformance. A CMP intersection is out of conformance with the acceptable LOS standard when the level of service falls below LOS E. That is, a project is considered in violation of the CMP level of service standard when the addition of project traffic causes the intersection's level of service to deteriorate from an acceptable LOS E or better under background conditions to an unacceptable LOS F under project conditions or the level of service at the intersection is an unacceptable F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four or more seconds and the volume-to-capacity ratio (V/C) to increase by 0.01 or more. The CMP standard is said to be in conformance when measures are implemented that would restore intersection conditions to LOS E or better.

(3) CMP Definition of Significant Freeway Segment Impacts. According to the CMP, a project is said to create a significant adverse impact on traffic conditions on a CMP freeway segment if for either peak-hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F under project conditions, or

2. The level of service on the frewway segment is an unacceptable LOS F under project conditions, and the number of project trips on that segment constitutes at least one percent of capacity on that segment.

A significant freeway impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore freeway conditions to LOS E or better.

(4) Additional City of San José significance criteria follow:

- Substantially increase hazards due to a design feature or incompatible uses;
- Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks, pedestrian paths or trails);

- Result in inadequate parking capacity for existing land uses or cause parking intrusion into existing residential neighborhoods; or
- Result in inadequate emergency access.

b. Transportation Network Under Project Conditions. The modified project would include the same changes to the existing transportation network that are necessary to accommodate the ballpark design and associated traffic as described in the certified EIR, which include:

- Montgomery Street, between W. San Fernando Street and Park Avenue would be abandoned;
- Otterson Street, west of Montgomery Street also would be abandoned;
- Autumn Street, between W. Santa Clara Street and Park Avenue would be converted from a one-way (northbound) street to a two-way street; and
- The remaining segment of Montgomery Street, between W. Santa Clara Street and W. San Fernando Street, would also be converted from a one-way (southbound) street to a two-way street.

The latter two roadway modifications above were addressed in the Autumn Street Extension/Coleman Avenue Widening Final EIR, for which a Resolution of Findings (#74870) was adopted by City Council on April 7, 2009. Project-sponsored improvements also include modifications to the Bird Avenue corridor from Park Avenue to I-280. In addition, as part of the modified project, the intersection of S. Autumn Street and S. Montgomery Street with Park Avenue would be modified and, if the stadium site were enlarged to the south, Park Avenue would be narrowed from four lanes to two between Josefa and McEvoy streets. The changes in vehicular traffic patterns associated with these network changes were estimated based on existing travel patterns in the vicinity.

The transit network is assumed to remain unchanged under project conditions but includes the BART-to-San José extension and the HSR system under cumulative conditions.

c. Project Trip Estimates. The magnitude of traffic produced by new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip *generation*; (2) trip *distribution*; and (3) trip *assignment*. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the two analyses time periods. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described further in the following sections.

(1) Trip Generation. Project trip generation estimates were prepared based on the capacity of each of the stadium seating capacity options (32,000 and 36,000 seats) and a no-show rate of 6 percent. The no-show rate is consistent with the actual attendance observed at other baseball stadiums during a sell-out game. Including players, coaches, staff, concession employees, and media personnel (approximately 1,560 people), the total attendance for a sell-out game is estimated to be 31,640 for the 32,000-seat option and 35,400 for the 36,000-seat option.

The travel characteristics, such as modal split (private vehicle, transit, walk/bike) and arrival patterns, of fans attending a weeknight Major League Baseball game at the proposed ballpark estimated in the 2006 traffic analysis were based on data and surveys of fans attending a weeknight NHL game at the HP Pavilion. No changes to the travel characteristics (i.e., mode of transportation) of fans were made

as part of the updated project-level analysis. It is believed that the travel characteristics of fans attending baseball and hockey games would be similar due to the close proximity of arena and ballpark locations and a fan base being drawn from the same general area resulting in similar mode choice characteristics. Additionally, with the substantial amount of parking located near the ballpark, it is unlikely that mode of travel to the arena and ballpark would be substantially different. The commercial space to be located on the ground floor of the proposed new parking garage is assumed to be occupied by ancillary uses that on game nights would be entirely supported by game attendees. Thus, the commercial space is not expected to add to the number of vehicle trips generated by the project during the pre-game period. Table IV.A-7 presents the project trip generation estimates for each of the stadium capacity options during the ingress period for a weekday evening game.

Table IV.A-7: Project Trip Generation Estimates for a Weekday Evening Game (Arrivals)

Stadium Attendance by Mode[a]		Persons	Average Occupancy (persons/ vehicle)	Pre-Game Vehicle Trips	
				In	**Out**
32,000-Seat Alternative:					
Auto	90.5%	28,634	2.3	12,450	0
Public Transit	4.5%	1,424	--	--	--
Walk/Bicycle	3.3%	1,044	--	--	--
Charter Bus, Taxi & Limo	1.1%	348	3.0	116	116
Drop-Off/Pick-Up	0.6%	190	2.3	83	83
Total		**31,640**		**12,649**	**199**
36,000-Seat Alternative:					
Auto	90.5%	32,037	2.3	13,929	0
Public Transit	4.5%	1,593	--	--	--
Walk/Bicycle	3.3%	1,168	--	--	--
Charter Bus, Taxi & Limo	1.1%	389	3.0	130	130
Drop-Off/Pick-Up	0.6%	212	2.3	92	92
Total		**35,400**		**14,151**	**222**

[a] Total projected attendance for sold out weekday night game, including fans, team personnel, concessions employees, and media personnel

Source: Hexagon Transportation Consultants, 2010.

The planned BART-to-San José extension and HSR system would locate stations within one block of the HP Pavilion and the stadium. These future transit options are not assumed in the project-level analysis but are considered in the cumulative analysis.

Because the attendance at a sell-out Major Leage Baseball game would be approximately twice the size that of a hockey game, the parking facilities used by baseball fans would need to include many downtown parking facilities that are more distant than those typically used by hockey fans arriving at the HP Pavilion. The longer walking times from these more distant parking facilities would encourage some fans to take public transit rather than driving. Thus, as noted in the certified EIR, it is likely that with no change in transit services, a higher percentage of baseball fans would choose public transit than is currently observed for a hockey game. However, to be conservative (i.e., in order to ensure that adverse impacts are not underestimated) the baseball stadium traffic analysis assumes the same mode split and vehicle occupancy as observed for a weekday evening hockey game.

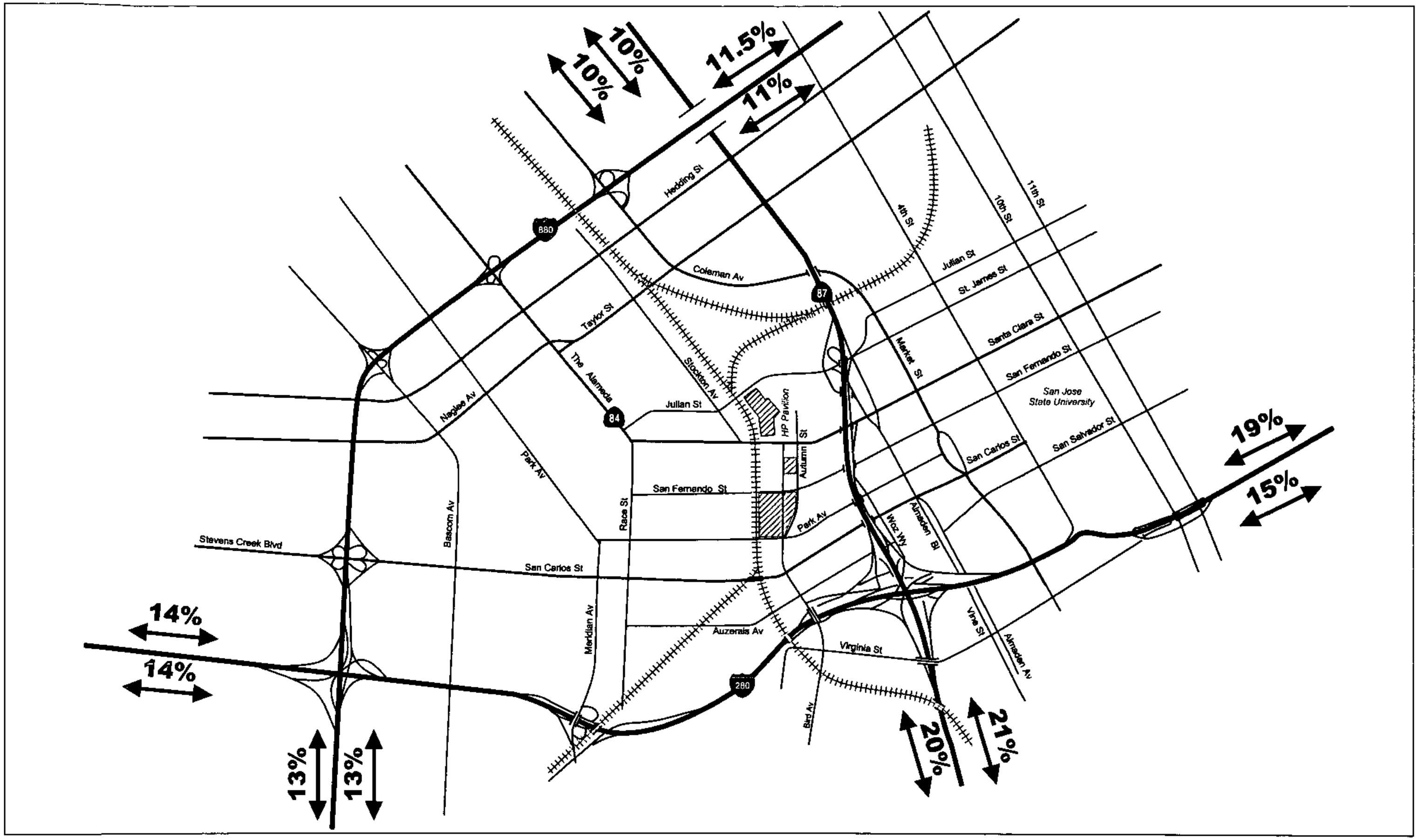
(2) Trip Distribution and Assignment. The distribution of trips generated by the proposed ballpark utilized in the 2006 traffic analysis was estimated based on the residence zip codes of existing San José Sharks season ticket holders and a comparison of the existing traffic volumes on weekday evenings without and with a hockey game. San Jose Sharks fans were the best available proxy for San Jose/South Bay baseball fans given the 2006 traffic study analysis was not contemplating the A's as the specific team that would occupy the proposed stadium, since the A's ownership was actively pursuing a stadium in Fremont and had not expressed interest in relocating to San Jose. Therefore, the 2006 traffic study relied upon the best available sports fan distribution methodology at the time, namely existing Sharks fans. The distribution pattern for the stadium was developed manually

utilizing the zip code data and professional traffic engineers' detailed knowledge of existing travel patterns in the stadium area. Utilizing the Sharks fan-derived baseball fan distribution, a majority of baseball stadium trips are expected to arrive and depart via I-280 and/or SR 87 (65%).

Subsequent to the 2006 traffic analysis, the A's have been identified as the baseball team that would occupy the proposed ballpark, if MLB adjusts territorial rights. Therefore, as part of this supplemental analysis, the trip distribution of the original traffic analysis was re-evaluated utilizing data from the existing fan base of Oakland A's baseball games. Zip code data that provides information regarding the origins of fans attending games in Oakland was obtained from credit card receipt information for ticket purchases of the 2007 season. Utilizing the zip code data to determine the distance traveled to games in Oakland and socio-economic data for northern California, formulas were derived by professional traffic engineers to be used by a traffic forecasting model to predict the travel patterns of existing and potential future A's fans arriving at the new San Jose ballpark. The location of a baseball stadium in San Jose would result in an adjustment of origins of fans attending games when compared to that of fans attending games in Oakland. The formulas and model account for the adjustment of the origins of fans based upon the zip code data, distance traveled to games in Oakland versus San Jose, and population and socio-economic data changes due to the stadium location in San Jose. Because this method is objective, reproducible, and is based on actual A's fan base statistics, it provides a credible, logical estimate of trip distribution of the proposed ballpark.

Results of the supplemental traffic model forecast runs based upon A's fan base information resulted in a trip distribution on regional facilities (freeways) that was similar to that which was utilized in the original 2006 Sharks fan-derived traffic analysis, with one exception. The supplemental A's fan-based traffic model indicated that less traffic than that which was originally estimated using Shark's data would utilize I-680. I-680 is one of two travel corridors that serves the existing A's fan base in the East Bay, along with I-880. The City has completed two independently derived trip distribution models to attempt to predict the travels patterns of existing and potential future A's fans following relocation of the A's to San Jose. Each is based on a logically sound set of assumptions and methodology, and produces essentially similar results for having been prepared independently of each other. In an abundance of caution, it was decided that the use of the original 2006 trip distribution would produce the most conservative estimate (in terms of the highest number of East Bay A's fans who would continue to attend A's games upon relocation to San Jose) of trip distribution for the proposed stadium, and therefore fully disclose the greatest potential impacts to I-880 and I-680 freeways. Figure IV.A-5 presents a comparison of the distribution utilized in the 2006 traffic study and the trip distribution pattern estimated by the traffic forecasting model for the supplemental traffic study.

d. Project Traffic Volumes. Tables IV.A-8a-c and IV.A-9a-c present a breakdown of project trips for a 32,000-seat and a 36,000-seat stadium by location and time period for a baseball game under the single-event scenario based on the assignment of project trips to the roadway system in accordance with the trip distribution patterns discussed above and the three proposed parking scenarios. Peak-hour traffic volumes for project conditions were produced by adding the stadium project trips to background condition traffic volumes to obtain background plus project traffic volumes for each of the stadium capacity options and parking scenarios. Project-generated trips as well as peak-hour intersection volumes at each of the study intersections are presented in tabular and graphical forms in Appendix B of the Supplemental TIA (Appendix C of the SEIR).



LSA

FIGURE IV.A-5

XX% = Original Distribution

XX% = Model Distribution

= Project Site

NOT TO SCALE

Baseball Stadium in the
Diridon/Arena Area Supplemental EIR
Trip Distribution Re-evaluation

SOURCE: HEXAGON TRANSPORTATION CONSULTANTS, JANUARY 2010.

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Table IV.A-8a: Project Trip Estimates for a Weekday Evening Game 32,000-Seat Stadium Option / 1,200-Space Parking Structure

Destination/Time Period		Pre-Game Vehicle Trips In	Pre-Game Vehicle Trips Out
On-Site Ballpark Parking	150 Spaces		
Prior to 5 p.m.	100%	150	0
After 5 p.m.	0%	0	0
Montgomery/Autumn Street Parking Structure	1,200 Spaces		
Prior to 5 p.m.	7%	84	0
5 p.m. – 6 p.m.	28%	336	0
6 p.m. – 7 p.m.	56%	672	0
After 7 p.m.	9%	108	0
HP Pavilion Main Lot	1,447 Spaces		
Prior to 5 p.m.	3%	43	0
5 p.m. – 6 p.m.	29%	420	0
6 p.m. – 7 p.m.	59%	854	0
After 7 p.m.	9%	130	0
Cahill Lots 1-4	581 Spaces		
Prior to 5 p.m.	3%	17	0
5 p.m. – 6 p.m.	29%	168	0
6 p.m. – 7 p.m.	59%	343	0
After 7 p.m.	9%	52	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	338 Spaces		
Prior to 5 p.m.	3%	10	0
5 p.m. – 6 p.m.	29%	98	0
6 p.m. – 7 p.m.	59%	199	0
After 7 p.m.	9%	30	0
SJ Water Company Lots	855 Spaces		
Prior to 5 p.m.	3%	26	0
5 p.m. – 6 p.m.	29%	248	0
6 p.m. – 7 p.m.	59%	504	0
After 7 p.m.	9%	77	0
Akatiff & Milligan Lots	568 Spaces		
Prior to 5 p.m.	3%	17	0
5 p.m. – 6 p.m.	29%	165	0
6 p.m. – 7 p.m.	59%	335	0
After 7 p.m.	9%	51	0
Downtown Parking east of SR 87	7,311 Spaces		
Prior to 5 p.m.	3%	219	0
5 p.m. – 6 p.m.	29%	2,120	0
6 p.m. – 7 p.m.	59%	4,313	0
After 7 p.m.	9%	658	0
Passenger Loading Zone	199 Vehicles		
Prior to 5 p.m.	1%	2	2
5 p.m. – 6 p.m.	10%	20	20
6 p.m. – 7 p.m.	80%	159	159
After 7 p.m.	9%	18	18
Total Trips by Time Period			
Prior to 5 p.m.	4%	569	2
5 p.m. – 6 p.m.	28%	3,575	20
6 p.m. – 7 p.m.	58%	7,380	159
After 7 p.m.	9%	1,125	18
Total	**100%**	**12,649**	**199**

Source: Hexagon Transportation Consultants, 2010.

Table IV.A-8b: Project Trip Estimates for a Weekday Evening Game 32,000-Seat Stadium Option / 1,300-Space Parking Structure at HP Pavilion

Destination/Time Period		Pre-Game Vehicle Trips In	Pre-Game Vehicle Trips Out
On-Site Ballpark Parking	150 Spaces		
Prior to 5 p.m.	100%	150	0
After 5 p.m.	0%	0	0
HP Pavilion Parking Lot and HP Pavilion Parking Structure	2,747 Spaces		
Prior to 5 p.m.	3%	82	0
5 p.m. – 6 p.m.	29%	797	0
6 p.m. – 7 p.m.	59%	1,621	0
After 7 p.m.	9%	247	0
Cahill Lots 1-4	581 Spaces		
Prior to 5 p.m.	3%	17	0
5 p.m. – 6 p.m.	29%	168	0
6 p.m. – 7 p.m.	59%	343	0
After 7 p.m.	9%	52	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	338 Spaces		
Prior to 5 p.m.	3%	10	0
5 p.m. – 6 p.m.	29%	98	0
6 p.m. – 7 p.m.	59%	199	0
After 7 p.m.	9%	30	0
SJ Water Company Lots	855 Spaces		
Prior to 5 p.m.	3%	26	0
5 p.m. – 6 p.m.	29%	248	0
6 p.m. – 7 p.m.	59%	504	0
After 7 p.m.	9%	77	0
Akatiff & Milligan Lots	568 Spaces		
Prior to 5 p.m.	3%	17	0
5 p.m. – 6 p.m.	29%	165	0
6 p.m. – 7 p.m.	59%	335	0
After 7 p.m.	9%	51	0
Downtown Parking east of SR 87	7,211 Spaces		
Prior to 5 p.m.	3%	216	0
5 p.m. – 6 p.m.	29%	2,091	0
6 p.m. – 7 p.m.	59%	4,254	0
After 7 p.m.	9%	649	0
Passenger Loading Zone	199 Vehicles		
Prior to 5 p.m.	1%	2	2
5 p.m. – 6 p.m.	10%	20	20
6 p.m. – 7 p.m.	80%	159	159
After 7 p.m.	9%	18	18
Total Trips by Time Period			
Prior to 5 p.m.	4%	521	2
5 p.m. – 6 p.m.	28%	3,587	20
6 p.m. – 7 p.m.	59%	7,416	159
After 7 p.m.	9%	1,125	18
Total	**100%**	**12,649**	**199**

Source: Hexagon Transportation Consultants, 2010.

Table IV.A-8c: Project Trip Estimates for a Weekday Evening Game 32,000-Seat Stadium Option / No Parking Structure

Destination/Time Period		Pre-Game Vehicle Trips In	Pre-Game Vehicle Trips Out
On-Site Ballpark Parking	150 Spaces		
Prior to 5 p.m.	100%	150	0
After 5 p.m.	0%	0	0
HP Pavilion Main Lot	1,447 Spaces		
Prior to 5 p.m.	3%	43	0
5 p.m. – 6 p.m.	29%	420	0
6 p.m. – 7 p.m.	59%	854	0
After 7 p.m.	9%	130	0
Cahill Lots 1-4	581 Spaces		
Prior to 5 p.m.	3%	17	0
5 p.m. – 6 p.m.	29%	168	0
6 p.m. – 7 p.m.	59%	343	0
After 7 p.m.	9%	52	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	338 Spaces		
Prior to 5 p.m.	3%	10	0
5 p.m. – 6 p.m.	29%	98	0
6 p.m. – 7 p.m.	59%	199	0
After 7 p.m.	9%	30	0
SJ Water Company Lots	855 Spaces		
Prior to 5 p.m.	3%	26	0
5 p.m. – 6 p.m.	29%	248	0
6 p.m. – 7 p.m.	59%	504	0
After 7 p.m.	9%	77	0
Akatiff & Milligan Lots	568 Spaces		
Prior to 5 p.m.	3%	17	0
5 p.m. – 6 p.m.	29%	165	0
6 p.m. – 7 p.m.	59%	335	0
After 7 p.m.	9%	51	0
Downtown Parking east of SR 87	8,511 Spaces		
Prior to 5 p.m.	3%	255	0
5 p.m. – 6 p.m.	29%	2,468	0
6 p.m. – 7 p.m.	59%	5,021	0
After 7 p.m.	9%	766	0
Passenger Loading Zone	199 Vehicles		
Prior to 5 p.m.	1%	2	2
5 p.m. – 6 p.m.	10%	20	20
6 p.m. – 7 p.m.	80%	159	159
After 7 p.m.	9%	18	18
Total Trips by Time Period			
Prior to 5 p.m.	4%	521	2
5 p.m. – 6 p.m.	28%	3,587	20
6 p.m. – 7 p.m.	59%	7,416	159
After 7 p.m.	9%	1,125	18
Total	**100%**	**12,649**	**199**

Source: Hexagon Transportation Consultants, 2010.

Table IV.A-9a: Project Trip Estimates for a Weekday Evening Game 36,000-Seat Stadium Option / 1,200-Space Parking Structure

Destination/Time Period		Pre-Game Vehicle Trips In	Pre-Game Vehicle Trips Out
On-Site Ballpark Parking	150 Spaces		
Prior to 5 p.m.	100%	150	0
After 5 p.m.	0%	0	0
Montgomery/Autumn Street Parking Structure	1,200 Spaces		
Prior to 5 p.m.	7%	84	0
5 p.m. – 6 p.m.	28%	336	0
6 p.m. – 7 p.m.	56%	672	0
After 7 p.m.	9%	108	0
HP Pavilion Main Lot	1,447 Spaces		
Prior to 5 p.m.	3%	43	0
5 p.m. – 6 p.m.	29%	420	0
6 p.m. – 7 p.m.	59%	854	0
After 7 p.m.	9%	130	0
Cahill Lots 1-4	581 Spaces		
Prior to 5 p.m.	3%	17	0
5 p.m. – 6 p.m.	29%	168	0
6 p.m. – 7 p.m.	59%	343	0
After 7 p.m.	9%	52	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	338 Spaces		
Prior to 5 p.m.	3%	10	0
5 p.m. – 6 p.m.	29%	98	0
6 p.m. – 7 p.m.	59%	199	0
After 7 p.m.	9%	30	0
SJ Water Company Lots	855 Spaces		
Prior to 5 p.m.	3%	26	0
5 p.m. – 6 p.m.	29%	248	0
6 p.m. – 7 p.m.	59%	504	0
After 7 p.m.	9%	77	0
Akatiff & Milligan Lots	568 Spaces		
Prior to 5 p.m.	3%	17	0
5 p.m. – 6 p.m.	29%	165	0
6 p.m. – 7 p.m.	59%	335	0
After 7 p.m.	9%	51	0
Downtown Parking east of SR 87	8,790 Spaces		
Prior to 5 p.m.	3%	264	0
5 p.m. – 6 p.m.	29%	2,549	0
6 p.m. – 7 p.m.	59%	5,186	0
After 7 p.m.	9%	791	0
Passenger Loading Zone	222 Vehicles		
Prior to 5 p.m.	1%	2	2
5 p.m. – 6 p.m.	10%	22	22
6 p.m. – 7 p.m.	80%	178	178
After 7 p.m.	9%	20	20
Total Trips by Time Period			
Prior to 5 p.m.	4%	614	2
5 p.m. – 6 p.m.	28%	4,006	22
6 p.m. – 7 p.m.	58%	8,271	178
After 7 p.m.	9%	1,260	20
Total	**100%**	**14,151**	**222**

Source: Hexagon Transportation Consultants, 2010.

Table IV.A-9b: Project Trip Estimates for a Weekday Evening Game 36,000-Seat Stadium Option / 1,300-Space Parking Structure at HP Pavilion

Destination/Time Period		Pre-Game Vehicle Trips In	Pre-Game Vehicle Trips Out
On-Site Ballpark Parking	150 Spaces		
Prior to 5 p.m.	100%	150	0
After 5 p.m.	0%	0	0
HP Pavilion Parking Lot and HP Pavilion Parking Structure	2,747 Spaces		
Prior to 5 p.m.	3%	82	0
5 p.m. – 6 p.m.	29%	797	0
6 p.m. – 7 p.m.	59%	1,621	0
After 7 p.m.	9%	247	0
Cahill Lots 1-4	581 Spaces		
Prior to 5 p.m.	3%	17	0
5 p.m. – 6 p.m.	29%	168	0
6 p.m. – 7 p.m..	59%	343	0
After 7 p.m.	9%	52	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	338 Spaces		
Prior to 5 p.m.	3%	10	0
5 p.m. – 6 p.m.	29%	98	0
6 p.m. – 7 p.m.	59%	199	0
After 7 p.m.	9%	30	0
SJ Water Company Lots	855 Spaces		
Prior to 5 p.m.	3%	26	0
5 p.m. – 6 p.m.	29%	248	0
6 p.m. – 7 p.m.	59%	504	0
After 7 p.m.	9%	77	0
Akatiff & Milligan Lots	568 Spaces		
Prior to 5 p.m.	3%	17	0
5 p.m. – 6 p.m.	29%	165	0
6 p.m. – 7 p.m.	59%	335	0
After 7 p.m.	9%	51	0
Downtown Parking east of SR 87	8,690 Spaces		
Prior to 5 p.m.	3%	261	0
5 p.m. – 6 p.m.	29%	2,520	0
6 p.m. – 7 p.m.	59%	5,127	0
After 7 p.m.	9%	782	0
Passenger Loading Zone	222 Vehicles		
Prior to 5 p.m.	1%	2	2
5 p.m. – 6 p.m.	10%	22	22
6 p.m. – 7 p.m.	80%	178	178
After 7 p.m.	9%	20	20
Total Trips by Time Period			
Prior to 5 p.m.	4%	566	2
5 p.m. – 6 p.m.	28%	4,018	22
6 p.m. – 7 p.m.	59%	8,307	178
After 7 p.m.	9%	1,260	20
Total	**100%**	**14,151**	**222**

Source: Hexagon Transportation Consultants, 2010.

Table IV.A-9c: Project Trip Estimates for a Weekday Evening Game 36,000-Seat Stadium Option / No Parking Structure

Destination/Time Period		Pre-Game Vehicle Trips In	Pre-Game Vehicle Trips Out
On-Site Ballpark Parking	150 Spaces		
Prior to 5 p.m.	100%	150	0
After 5 p.m.	0%	0	0
HP Pavilion Main Lot	1,447 Spaces		
Prior to 5 p.m.	3%	43	0
5 p.m. – 6 p.m.	29%	420	0
6 p.m. – 7 p.m.	59%	854	0
After 7 p.m.	9%	130	0
Cahill Lots 1-4	581 Spaces		
Prior to 5 p.m.	3%	17	0
5 p.m. – 6 p.m.	29%	168	0
6 p.m. – 7 p.m.	59%	343	0
After 7 p.m.	9%	52	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	338 Spaces		
Prior to 5 p.m.	3%	10	0
5 p.m. – 6 p.m.	29%	98	0
6 p.m. – 7 p.m.	59%	199	0
After 7 p.m.	9%	30	0
SJ Water Company Lots	855 Spaces		
Prior to 5 p.m.	3%	26	0
5 p.m. – 6 p.m.	29%	248	0
6 p.m. – 7 p.m.	59%	504	0
After 7 p.m.	9%	77	0
Akatiff & Milligan Lots	568 Spaces		
Prior to 5 p.m.	3%	17	0
5 p.m. – 6 p.m.	29%	165	0
6 p.m. – 7 p.m.	59%	335	0
After 7 p.m.	9%	51	0
Downtown Parking east of SR 87	9,990 Spaces		
Prior to 5 p.m.	3%	300	0
5 p.m. – 6 p.m.	29%	2,897	0
6 p.m. – 7 p.m.	59%	5,894	0
After 7 p.m.	9%	899	0
Passenger Loading Zone	222 Vehicles		
Prior to 5 p.m.	1%	2	2
5 p.m. – 6 p.m.	10%	22	22
6 p.m. – 7 p.m.	80%	178	178
After 7 p.m.	9%	20	20
Total Trips by Time Period			
Prior to 5 p.m.	4%	566	2
5 p.m. – 6 p.m.	28%	4,018	22
6 p.m. – 7 p.m.	59%	8,307	178
After 7 p.m.	9%	1,260	20
Total	**100%**	**14,151**	**222**

Source: Hexagon Transportation Consultants, 2010.

e. Project Intersection Level of Service Analysis. Tables IV.A-10a and -10b present the single-event 5:00 to 6:00 p.m. levels of service summary for a 32,000 or 36,000-seat stadium for each of the three parking options. The level of service calculation sheets are included in Appendix C. **The results show that under all combinations of seating capacity and parking options, according to the City of San José and CMP level of service standards for signalized intersections, the modified project would not have a significant impact on any of the selected study intersections.**

The 2006 intersection level of service analysis indicated that the 2006 Stadium Proposal would have impacts to the signalized study intersections of Delmas and Park avenues and Delmas Avenue and W. San Fernando Street. As a result of the down sizing of the ballpark from 45,000 to 36,000 seats and the signal timing and lane configuration adjustments that have been made to each of the previously impacted intersections, background and project operation levels have improved.

f. Project Freeway Segment Analysis. The study freeway segments were evaluated for the 5:00 to 6:00 p.m. hour. Although project-generated traffic is expected to peak after 6:00 p.m., due to heavy commute traffic the overall traffic and worst case scenario on the freeway system is expected to be greatest before 6:00 p.m. Traffic volumes on the study freeway segments between 5:00 and 6:00 p.m. were estimated for each project scenario by adding trips generated by the proposed project to existing volumes obtained from the 2008 CMP Annual Monitoring Report. The freeway segment analysis includes the same 14 directional freeway segments analyzed in the 2006 traffic analysis as well as an additional 46 directional segments along SR 87, I-280, I-680, and I-880. At the study freeway segments, the traffic generated by the HP Pavilion and by the ballpark is relatively low in comparison to the background commute traffic volumes, causing the peak volume with the project to occur between 5:00 and 6:00 PM. Therefore, the study

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Other Scenarios

The City of San José Transportation Policy (CSJTP) defines the peak travel period to be the hour between 5:00 and 6:00 p.m. The analysis of potential adverse traffic impacts of the proposed stadium is based on a single event at the stadium occurring during that peak hour. Two other scenarios have been analyzed and are presented in Chapter 4 of the transportation technical background report (provided as Appendix C of this SEIR). Those scenarios are referred to as the "Project Peak Hour (6:00 – 7:00 p.m.)" scenario and the "Simultaneous Events" scenario.

While these two scenarios are not required to be analyzed under the CSJTP and would not result in impacts that require mitigation in the SEIR, the following discussions briefly summarize the findings of those analyses. Please see Chapter 4 of Appendix C for detailed presentations of these scenarios.

Project Peak Hour (6:00 – 7:00 p.m.) Scenario. This scenario represents the period of highest trips for the proposed stadium project (but not the surrounding transportation network, which, by definition in the CSJTP, occurs between 5:00 and 6:00 p.m.). Similar trip generation, trip assignment and trip distribution steps were taken for this scenario as for the proposed project in the 5:00 to 6:00 p.m. peak hour. Study intersections were analyzed in terms of their levels of service. The results of that analysis show that three intersections would exhibit operational deficiencies under this scenario for either a 32,000 or 36,000-seat stadium under each of the three parking options:

Autumn Street and San Fernando Street
Delmas Avenue and Park Avenue
Autumn Street and Park Avenue

Simultaneous-Events Scenario. The major league baseball season and the regular NHL season (and potentially the NBA season) have 2 weeks overlap in April and 1 to 2 weeks overlap in September/October. Taking in account the potential for playoff games and other large (non-San José Sharks) events at the HP Pavilion, the number of large events occurring simultaneously can be calculated. This scenario examines the effects on traffic based upon the occurrence of a weekday evening baseball game with a simultaneous event at the HP Pavilion. It was determined that because of the typical arrival times, the 6:00 – 7:00 p.m. time period would experience the greatest impact from stadium traffic. Therefore, for the simultaneous-events scenario, only the 6:00 – 7:00 p.m. time period was analyzed. The results of that analysis show that the same three intersections, plus the Delmas Avenue and San Fernando Street intersection, would exhibit operational deficiencies under this scenario as under the single-event Project Peak Hour (6:00 – 7:00)

Table IV.A-10a: Project Intersection Levels of Service – 32,000-Seat Stadium, Single-Event, 5:00 to 6:00 p.m.

			Project Conditions											
	Background		Montgomery/Autumn Street Parking Structure – 1,200 Spaces				HP Pavilion Parking Structure 1,300 Spaces				No Parking Structure			
Intersection	Average Delay	LOS	Average Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Average Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Average Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
NB SR 87 Ramps and W. Julian St.*	43.5	D	46.0	D	2.5	0.039	46.1	D	2.6	0.041	46.2	D	2.6	0.041
SB SR 87 Ramps and W. Julian St.*	18.4	B	20.1	C	2.6	0.054	20.3	C	2.9	0.058	19.7	B	2.2	0.055
NB SR 87 Ramp and Santa Clara St.*	16.8	B	18.3	B	1.4	0.174	18.5	B	1.4	0.172	18.5	B	1.6	0.202
NB I 280 Ramps and Bird Ave.*	41.1	D	39.8	D	1.6	0.005	39.9	D	1.3	0.004	40.2	D	1.3	0.004
SB I 280 Ramps and Bird Ave.*	41.0	D	31.3	C	-25.0	-0.202	31.2	C	-25.0	-0.203	31.3	C	-24.5	-0.196
S. Autumn St. and Santa Clara St.*	32.1	C	33.1	C	1.9	0.045	32.0	C	3.1	0.055	31.9	C	-0.2	-0.036
Bird Ave and W. San Carlos St.*	41.0	D	39.9	D	-2.6	-0.039	39.9	D	-2.6	-0.039	39.9	D	-2.3	-0.035
SR 87 and Woz Way	10.9	B	11.2	B	0.1	0.062	11.2	B	0.1	0.061	11.2	B	0.0	0.072
S. Autumn St. and W. San Fernando St.	11.4	B	19.0	B	6.4	0.224	19.0	B	6.4	0.224	18.7	B	6.4	0.224
Bird Ave. and Auzerais Ave.	32.1	C	31.1	C	0.0	0.002	31.2	C	0.0	0.002	31.3	C	0.0	0.002
Delmas Ave. and Auzerais Ave.	17.0	B	16.9	B	0.0	0.001	16.9	B	0.0	0.001	16.9	B	0.0	0.001
Woz Way and Auzerais Ave.	27.1	C	23.8	C	0.0	0.000	23.8	C	0.0	0.000	23.4	C	0.0	0.000
Delmas Ave. and Park Ave.	29.2	C	30.2	C	2.0	0.035	30.0	C	1.8	0.031	30.2	C	2.1	0.035
Delmas Ave. and W. San Carlos St.	25.5	C	26.0	C	0.8	0.031	26.0	C	0.8	0.030	26.1	C	0.9	0.036
S. Autumn St. and Park Ave.	35.4	D	34.9	C	0.4	0.014	35.0	C	0.4	0.014	35.1	D	0.5	0.016
Woz Way and Park Ave.	23.2	C	23.2	C	0.0	0.001	23.2	C	0.0	0.001	23.2	C	-0.3	-0.004
Woz Way and W. San Carlos St.	26.8	C	27.5	C	2.1	0.091	27.5	C	2.1	0.090	27.8	C	2.4	0.105
Delmas Ave. and W. San Fernando St.	34.3	C	44.9	D	10.3	0.054	43.0	D	10.1	0.053	44.0	D	11.9	0.061
Montgomery St. and Santa Clara St. *	21.2	C	18.0	B	-15.9	0.033	19.0	B	-13.8	0.137	18.1	B	-15.9	0.033
Montgomery St. and San Fernando St.	13.2	B	11.9	B	-2.4	-0.197	11.9	B	-2.4	-0.197	11.9	B	-2.4	-0.197
San Carlos St. and Lincoln Ave.	41.9	D	41.4	D	-0.1	0.038	41.4	D	-0.1	0.038	41.4	D	-0.1	0.038
San Carlos St. and Meridian Ave.	45.5	D	46.0	D	0.4	0.040	46.0	D	0.4	0.040	46.0	D	0.4	0.040
*The Alameda and Taylor St./ Naglee Ave.**	44.1	D	44.7	D	0.5	0.032	44.8	D	0.5	0.032	44.8	D	0.5	0.032
The Alameda and Hedding St. *	32.5	C	32.7	C	-0.3	0.020	32.7	C	-0.3	0.021	32.7	C	-0.3	0.021

Note: Intersections studied in the supplemental analysis but not in the 2006 analysis are shown in italics.
* Denotes CMP intersection.
Note: Bold indicates a significant project impact.
Note: As documented above, the various parking structure options, including size and location, and not constructing a new parking structure, do not result in any difference in terms of the project's traffic impacts, and therefore there is no need to consider the various parking structure options as part of the Chapter VI. Alternatives analysis.
Source: Hexagon Transportation Consultants, 2010.

Table IV.A-10b: Project Intersection Levels of Service – 36,000-Seat Stadium, Single-Event, 5:00 to 6:00 p.m.

			Project Conditions											
	Background		Montgomery/Autumn Street Parking Structure – 1,200 Spaces				HP Pavilion Parking Structure 1,300 Spaces				No Parking Structure			
Intersection	Average Delay	LOS	Average Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Average Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Average Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
NB SR 87 Ramps and W. Julian St.*	43.5	D	46.2	D	2.7	0.043	46.3	D	2.8	0.044	46.4	D	2.8	0.045
SB SR 87 Ramps and W. Julian St.*	18.4	B	20.2	C	2.7	0.057	20.3	C	2.9	0.061	19.7	B	2.3	0.059
NB SR 87 Ramp and Santa Clara St.*	16.8	B	18.5	B	1.6	0.209	18.6	B	1.6	0.207	18.8	B	1.9	0.238
NB I 280 Ramps and Bird Ave.*	41.1	D	39.8	D	1.6	0.005	39.9	D	1.3	0.004	40.2	D	1.3	0.004
SB I 280 Ramps and Bird Ave.*	41.0	D	31.4	C	-24.3	-0.194	31.4	C	-24.4	-0.194	31.4	C	-23.8	-0.187
S. Autumn St. and Santa Clara St.*	32.1	C	32.8	C	0.7	0.011	32.1	C	-3.0	0.057	32.0	C	0.0	-0.029
Bird Ave and W. San Carlos St.*	41.0	D	40.0	D	-2.3	-0.033	40.0	D	-2.3	-0.034	40.0	D	-2.1	-0.029
SR 87 and Woz Way	10.9	B	11.2	B	0.0	0.075	11.2	B	0.0	0.074	11.2	B	-0.1	0.085
S. Autumn St. and W. San Fernando St.	11.4	B	19.1	B	6.4	0.224	19.1	B	6.4	0.224	18.7	B	6.4	0.224
Bird Ave. and Auzerais Ave.	32.1	C	31.1	C	0.0	0.002	31.1	C	0.0	0.002	31.3	C	0.0	0.002
Delmas Ave. and Auzerais Ave.	17.0	B	16.9	B	0.0	0.001	13.9	B	0.0	0.001	16.9	B	0.0	0.001
Woz Way and Auzerais Ave.	27.1	C	23.3	C	0.0	0.000	23.3	C	0.0	0.000	22.9	C	0.0	0.000
Delmas Ave. and Park Ave.	29.2	C	30.3	C	2.3	0.040	30.2	C	2.1	0.036	30.4	C	2.4	0.041
Delmas Ave. and W. San Carlos St.	25.5	C	26.1	C	0.9	0.037	26.1	C	0.9	0.037	26.2	C	1.0	0.042
S. Autumn St. and Park Ave.	35.4	D	35.0	D	0.6	0.017	35.0	D	0.5	0.017	35.2	D	0.6	0.019
Woz Way and Park Ave.	23.2	C	23.1	C	-0.3	-0.002	23.1	C	-0.3	-0.003	22.9	C	-0.4	0.008
Woz Way and W. San Carlos St.	26.8	C	27.8	C	2.5	0.109	27.8	C	2.5	0.107	28.0	C	2.8	0.122
Delmas Ave. and W. San Fernando St.	34.3	C	45.8	D	12.5	0.063	44.3	D	12.4	0.063	45.5	D	14.5	0.071
*Montgomery St. and Santa Clara St. **	21.2	C	18.1	B	-15.9	0.033	19.0	B	-13.8	0.137	18.1	B	-15.9	0.033
Montgomery St. and San Fernando St.	13.2	B	11.9	B	-2.4	-0.197	11.9	B	-2.4	-0.197	11.9	B	-2.4	-0.197
San Carlos St. and Lincoln Ave.	41.9	D	41.4	D	0.1	0.044	41.4	D	0.1	0.044	41.4	D	0.1	0.044
San Carlos St. and Meridian Ave.	45.5	D	46.0	D	0.5	0.045	46.0	D	0.5	0.045	46.0	D	0.5	0.045
*The Alameda and Taylor St./ Naglee Ave.**	44.1	D	44.9	D	0.5	0.036	44.9	D	0.6	0.036	44.9	D	0.6	0.036
*The Alameda and Hedding St. **	32.5	C	32.7	C	-0.3	0.023	32.7	C	-0.3	0.023	32.7	C	-0.3	0.023

Note: Intersections studied in the supplemental analysis but not in the 2006 analysis are shown in italics.
* Denotes CMP intersection.
Note: Bold indicates a significant project impact.
Source: Hexagon Transportation Consultants, 2010.

freeway segments were evaluated for the hour between 5:00 and 6:00 PM. The freeway segment levels of service results are presented in Chapter 4 of the Supplemental TIA (Appendix C).

Impact TRANS-1: State Route 87 would experience a significant impact from project traffic along four of the analyzed segments; I-280 would experience a significant impact from project traffic along five of the analyzed segments; I-680 would experience a significant impact from project traffic along one of the analyzed segments; and I-880 would experience a significant impact from project traffic along five of the analyzed segments. (S)

According to the CMP's definition of significance, all combinations of a 32,000 or 36,000-seat stadium and the three parking options would cause significant adverse impacts on the following 15 freeway segments (freeway segments not analyzed in 2006 are shown in italics):

- SR 87 southbound between Coleman Avenue and Julian Street
- *SR 87 southbound between Coleman Avenue and Taylor Street*
- *SR 87 southbound between Taylor Street and Skyport Drive*
- *SR 87 southbound between Skyport Drive and U.S. 101*
- *I-280 eastbound between Winchester Boulevard and I-880*
- *I-280 eastbound between I-880 and Meridian Avenue*
- I-280 eastbound between Meridian Avenue and Bird Avenue
- I-280 eastbound between Bird Avenue and SR 87
- I-280 eastbound between SR 87 and 10th Street (this freeway segment was incorrectly identified as not impacted in the certified 2007 EIR)
- *I-680 southbound between Alum Rock Avenue and McKee Road*
- *I-880 southbound between Coleman Avenue and SR 87*
- *I-880 southbound between SR 87 and North 1st Street*
- *I-880 southbound between North 1st Street and US 101*
- *I-880 southbound between U.S. 101 and East Brokaw Road*
- *I-880 southbound between East Brokaw Road and Montague Expressway*

Mitigation Measure TRANS-1: To lessen the impacts to the identified freeway segments, Transportation Demand Management (TDM) measures will be implemented to lessen the impacts to the identified freeway segments, although the measures would not reduce the impact to a less than significant level. Potential TDM measures include the following:

- Provide incentives for carpoolers (e.g., four or more people per vehicle) such as preferential parking.
- Charge for parking or increase set parking rates if already charging for parking.
- Provide on-site ticket sales for transit services (e.g., bus, LRT, Caltrain, etc.).

- Make information readily available regarding ridesharing/carpooling programs and transit services, and designate an on-site TDM coordinator to assist with this task.
- Develop a stadium employee trip reduction program that includes the following for employees: shuttle service to transit, subsidized transit passes and Eco-passes, cash-out program for non-drivers, carpooling/ridesharing program, bike lockers, and on-site showers.

A future BART station is planned adjacent to the ballpark site as part of the planned BART extension from Fremont, through San Jose, to Santa Clara. BART service, at some future date, would provide another transit option for baseball fans.

Improvements to mitigate significant project impacts on freeway segments are infeasible due to right-of-way constraints and the land use impacts associated with acquiring additional right-of-way. Widening to create additional freeway capacity would involve the acquisition and demolition of hundreds, if not thousands, of homes and businesses and the relocation of infrastructure for water, sewer, electrical, communications and other types of service, along many miles of the multiple freeways impacted by the project. The City is not in a position to propose multiple freeway widening programs on its own, independent of Caltrans, and while in theory the project could pay 'fair share' impact fees to Caltrans for the widening of these impacted freeways, the payment and collection of these traffic impact fees without an actual, identified plan for specific freeway widening projects on these freeways that would reduce these identified impacts to a less than significant level would not serve as adequate or feasible mitigation. Caltrans has not identified any freeway capacity capital plans that would that would serve to mitigate the project's freeway impacts. These impacts are therefore considered significant and unavoidable. The same freeway impacts would be experienced with or without a concurrent Sharks game at the HP Pavilion. This is true because a Sharks hockey game does not add much traffic to the freeways between 5:00 p.m. and 6:00 p.m. (the games start at 7:30 p.m.). (SU)

g. **Project Impacts on Transit, Bicycle and Pedestrian Facilities**. Although the reduced stadium size would result in less demand on transit, bicycle and pedestrian facilities in the area of the ballpark, it is assumed that the same improvements to transit, bicycle and pedestrian facilities would still be necessary. Therefore, the improvements described in the 2006 traffic analysis remain unchanged.

The parking option for the ballpark that consists of the addition of 1,300 spaces on the HP Pavilion lot, would result in additional pedestrian crossings of Santa Clara Street. Pedestrians would cross Santa Clara Street in the southbound direction before games and northbound after games along the HP Pavilion's south side between Autumn and Cahill Streets. The number of pedestrians would be dependent on availability and management of parking in the HP Pavilion parking structure. On days of simultaneous hockey and baseball games, it is likely that as many as 2,990 ballpark pedestrians (2.3 persons per vehicle times 1,300 spaces) could cross Santa Clara Street. On days with only baseball games and full utilization of the HP Pavilion parking structure, as many as 6,320 ballpark pedestrians (2.3 persons per vehicle times 2,747 spaces) could cross Santa Clara Street. Pedestrian crossing of Santa Clara Street would be spread over a two-hour period based upon the arrival of fans. There are three signalized intersections with crosswalks along Santa Clara Street at Cahill, Montgomery, and Autumn Streets that can accommodate the pedestrian crossings.

h. Project Impacts on Parking Facilities. As stated previously under **Criteria of Significance**, the baseball stadium would have a significant impact on parking facilities if it would result in inadequate parking capacity for existing land uses or cause parking intrusion into existing residential neighborhoods. Accordingly, the following discussion addresses 1) the anticipated baseball stadium parking demand, 2) the existing and foreseeable parking inventory in and around Downtown San Jose, 3) the parking needs of existing uses that rely upon that parking inventory at the same time baseball patrons would be parking in and around Downtown, and 4) the potential for parking intrusion from baseball patrons in existing residential neighborhoods within walking distance of the proposed baseball stadium.

The modified project includes three parking options – a 1,200-space Montgomery/Autumn Street parking structure, a 1,300-space HP Pavilion parking structure, and a "no parking structure" option. Under the "no parking structure" option, as well as the two options that would include a parking structure, stadium patrons are expected to utilize existing parking facilities in the Diridon/Arena area and parking garages and lots within the Downtown Core Area east of SR 87. Like the 2006 Stadium Proposal, the proposed modified project would include limited on-site parking (approximately 150 spaces) for players and staff. There would be no parking facilities located west of the ballpark. The adequacy of the proposed and existing parking facilities was evaluated for a sell-out weekday evening baseball game. The analysis was done with and without a concurrent event at the HP Pavilion.

As was the case for the 2006 analysis the parking demand generated by the proposed baseball stadium was estimated based on a survey of San José Sharks fans attending a weekday evening hockey game at the HP Pavilion. Table IV.A-11 presents a summary of how the projections were derived. Based on these travel characteristics, the total parking demand generated by the proposed modified project is estimated to be 12,450 spaces for a 32,000-seat stadium or 13,929 for a 36,000-seat stadium.

Table IV.A-11: Project Transportation Mode Split and Total Parking Demand

Mode Share[a]	Percent	Persons
32,000-Seat Alternative:		
Auto	90.5%	28,634
Public Transit	4.5%	1,424
Walk/ Bicycle	3.3%	1,044
Charter Bus, Tax & Limo	1.1%	348
Drop-Off/Pick-Up	0.6%	190
Average Vehicle Occupancy	2.3 persons/vehicle	
Ballpark Vehicle Parking Demand		12,450
Projected Ballpark Attendance		31,640
36,000-Seat Alternative:		
Auto	90.5%	32,037
Public Transit	4.5%	1,593
Walk/ Bicycle	3.3%	1,168
Charter Bus, Tax & Limo	1.1%	389
Drop-Off/Pick-Up	0.6%	212
Average Vehicle Occupancy	2.3 persons/vehicle	
Ballpark Vehicle Parking Demand		13,929
Projected Ballpark Attendance		35,400

[a] Total projected attendance for sold-out weekday night game, including fans, team personnel, concessions employees, and media personnel

Source: Hexagon Transportation Consultants, 2010.

Within ¾ miles from the stadium, a total supply of 18,463 parking spaces currently exists to the north and east of the project site. Assuming these spaces normally are 25 percent occupied in the evening without an event at the HP Pavilion, there are an estimated 13,847 available spaces for the stadium. Put another way, it is apparent from parking surveys that the existing Downtown land uses (excluding an HP Pavilion event) generate a parking demand that can be satisfied by 25 percent of the available parking inventory in that the parking facilities are 25 percent full on a typical weekday evening when baseball patrons would be seeking parking.

Inadequate parking can reduce the viability of land uses by making it difficult for building occupants or customers/clients to park within a reasonable distance of their intended destination, thereby reducing the relative convenience and attractiveness of accessing the building. This can manifest in reduced rents or revenues, occupancy by less economically vital land uses, and in the worst case, business closure and ongoing difficulty to tenant buildings, which over time can, in the extreme, lead to the physical deterioration of vacant buildings, resulting in blight, an acknowledged environmental effect. However, given the substantial amounts of on-street, public off-street, and publicly-available privately owned off-street parking in the Downtown, the City is aware of no substantial evidence to suggest urban decay or blight is a foreseeable outcome due to parking supply for any existing land uses in Downtown San Jose.

In most cases in San José, parking for a land use is provided on the site of, and under the direct control of, the land use itself. However, in certain urban environments, it is not uncommon for parking to be provided at off-site locations within a convenient walking distance of a given land use, a situation authorized in Title 20 of the Municipal Code (Section 20.90.200). Such is the case at the existing HP Pavilion, whereby only a modest percentage of the facility's parking is provided on-site and is under the control of the City or the Arena Management (as discussed in more detail below under **Simultaneous-Events Scenario)**. For a use such as a large sports stadium or arena in Downtown San Jose, the past two decades of operations at the Arena/HP Pavilion have demonstrated that it is feasible and appropriate for a large percentage of the available parking to be provided by the private market in the form of independently owned and operated surface lots and parking garages.

Therefore, adequate parking is not defined as satisfying 100 percent of the baseball stadium parking demand on-site or within parking facilities that are within the direct control of the City or the baseball stadium operator. Rather, from an environmental impacts analysis standpoint, inadequate parking means that the baseball stadium would consume such a disproportionate share of the available Downtown parking inventory that existing uses (including the HP Pavilion) that rely upon that parking become non-viable. As explained in more detail in the following pages, there is no substantial evidence to support a conclusion that such an outcome is foreseeable or anticipated. It is acknowledged that business owners might think there is a 'real problem' if there were a serious financial impact to their business, maybe well short of non-viability, due to increased competition for parking. However, this SEIR addresses environmental impacts, and a situation (considered highly unlikely for the reasons discussed throughout this Chapter) whereby increased competition for parking causes a serious impediment or disruption in the ability to carry on business on game nights is not an environmental impact, rather it is an arguably remote and speculative economic impact issue for the City to consider as it weighs the merits of the baseball stadium.

Proposed as an urban ballpark in a Downtown setting, it is understood and anticipated based upon San Jose's own local sports arena experience as well as the experience of other urban ballpark venues that the available parking inventory to support the HP Pavilion and the proposed baseball stadium will consist primarily of private, fee-based parking facilities not controlled by the City or the operators of either sports facility, and that the parking space inventory will be dynamic over time as properties redevelop, but with the overall trend of increased parking supply as surface parking lots are replaced with urban uses with structured parking.

(1) **Single-Event Scenario.** Not including fans that are dropped off at the game by someone who is not attending the game, it is estimated that 90.5 percent of attendees to the ballpark would arrive by auto and need parking.

Sharks Fans Auto Occupancy. Assuming baseball fans would utilize automobiles as a mode of transporation in the same manner as Sharks fans, the auto occupancy for attendees at a weekday evening baseball game would equal that observed for a weekday evening hockey game (2.3 persons per vehicle). Based on these travel characteristics, the total parking demand generated by the proposed ballpark is estimated to be 12,450 spaces for the 32,000-seat alternative and 13,929 spaces for the 36,000-seat alternative. Subtracting the number of parking spaces at the proposed ballpark (150) from the total ballpark parking demand yields estimated parking demands of 12,300 spaces for a 32,000-seat stadium and 13,779 spaces for a 36,000-seat stadium.

Major League Baseball Auto Occupancy. The suggested auto occupancy provided by MLB, based on occupancies observed at other ballparks, for attendees at a weekday evening baseball game is 2.8 persons per vehicle. Based on these travel characteristics, the total parking demand generated by the proposed ballpark is estimated to be 10,227 spaces for the 32,000-seat alternative and 11,442 spaces for the 36,000-seat alternative. Subtracting the number of parking spaces at the proposed ballpark (150) from the total ballpark parking demand yields estimated parking demands of 10,077 spaces for a 32,000-seat stadium and 11,292 spaces for a 36,000-seat stadium. However, to be conservative, this SEIR evaluates the proposed baseball stadium parking demand and the available Downtown inventory using the more conservative assumption of 2.3 persons per vehicle, which yields the highest parking demand projection as described above.

As noted above, for the single-event scenario the modified project would rely on existing parking facilities in the Diridon/Arena area as well as garages and lots in the downtown core area east of SR 87. An inventory of existing parking facilities in these areas, as of the summer of 2009, is provided in Table IV.A-5 and graphically presented in Figure IV.A-4. Some of the surface parking lots are approved for redevelopment with other uses. This could increase or decrease the availability of parking, although the parking supply is likely to increase. For example, the approved San Jose Water/Adobe project, after redevelopment with an office use, would increase from approximately 875 surface lot spaces to approximately 3,000 structured parking spaces.

For the 2006 Stadium Proposal and certified EIR, Hexagon Transportation Consultants and the City of San José conducted occupancy counts of downtown parking garages in the fall of 2005. The counts showed that the public garages, which were free after 6:00 p.m., had occupancies of up to 50 percent at 7:00 p.m. Occupancy in the private garages, which are not free, was less than 5 percent. In January 2008, the city implemented paid parking after 6:00 p.m. in public garages that had previously offered free parking after 6:00 p.m. Although new occupancy counts were not completed as part of the supplemental analysis, it is likely that occupancy within downtown is less than that surveyed in 2005 due to the elimination of free parking. Based upon the occupancies of 50 percent and 5 percent for the public and private garages, respectively, a reasonable assumption would be an ambient average occupancy of 25 percent for parking spaces downtown when there is not an event at the HP Pavilion. This calculates to 13,847 off-site spaces available to the ballpark within ¾ mile. This would be adequate to meet the estimated project off-site parking demand without the construction of a new parking structure (Table IV.A-12). Additional parking supply would be provided should either a 1,200-space or 1,300-space garage be constructed. The ¾ mile maximum walking distance is

considered a reasonable distance for most fans to walk and is intended as a guideline to assess available parking supply. It is not an absolute distance beyond which baseball patrons would refuse to walk, nor is the need for some small percentage of baseball fans (as discussed under the **Simultaneous-Events Scenario)** to potentially walk beyond ¾ miles between available parking and the ballpark evidence of a substantive parking shortfall. This would be adequate to meet the estimated project parking demand created by any of the three parking options under the single-event scenario (Table IV.A-12).

Table IV.A-12: Project Parking Demand and Availability

Stadium and Parking Options	Total Demand	Available Spaces[a]
32,000-seat Stadium		
Montgomery/Autumn Street Parking Structure	12,450	15,197
HP Pavilion Parking Structure	12,450	15,297
No Parking Structure	12,450	13,997
36,000-seat Stadium		
Montgomery/Autumn Street Parking Structure	13,929	15,197
HP Pavilion Parking Structure	13,929	15,297
No Parking Structure	13,929	13,997

Note: [a]Available spaces are located within a ¾-mile radius of the stadium. Project spaces include 150 on-site spaces and 0 to 1,300 spaces provided by the parking structure options. An additional 10,406 spaces would be available within downtown San José, but outside of the ¾-mile radius.

Source: Hexagon Transportation Consultants, 2010.

(2) Simultaneous-Events Scenario. A concurrent HP Pavilion event would reduce the amount of parking available to the patrons of the stadium. The HP Pavilion has an agreement with the City of San José to make available a sufficient number of parking spaces near the arena. In order to maintain this availability, it would be necessary to monitor the parking lots and garages nearest the HP Pavilion so that no baseball attendees would park there. This could be accomplished by supplying special parking passes with HP Pavilion tickets or by having patrons show tickets to parking operators in order to access the lots and garages made availablefor the HP Pavilion under the agreement.

It is assumed, based on past history with large HP Pavilion events, that public and private parking facilities would be made available to HP Pavilion Arena and ballpark patrons based on demand. During simultaneous events, it is likely that the owners of additional parking facilities (that are not normally available due to reduced demand for HP Pavilion events alone) would take advantage of the opportunity to charge for parking and open their facilities to serve the additional event parking demand.

The HP Pavilion agreement with the City of San José requires that there be 6,650 spaces (6,350 patron and 300 employee) available to the arena within ½-mile, and that 3,475 of these spaces be within ⅓-mile. The parking lots nearest the HP Pavilion are the HP Pavilion main lot, HP Pavilion Lot D, Cahill Lots 1-4, SJ Water Company lots, and the Akatiff & Milligan lots, several of which are privately owned and operated. These all are within ⅓-mile and have a combined capacity of 3,791 spaces (see Table IV.A-5). To satisfy the agreement, another 2,859 spaces would need to be available. These spaces could be found in the following lots and garages: Market/San Pedro garage (1,393 spaces), Comerica garage (736 spaces), and Park Center Plaza III garage (1,320 spaces). As stated above, to ensure adequate available parking for the HP Pavilion when both facilities host a major event, it will be necessary to monitor the parking lots and garages nearest the HP Pavilion so that no baseball attendees would park there.

The reduction of parking available to the ballpark in the simultaneous-event scenario would mean the utilization of spaces in lots and garages farther than ¾-mile from the ballpark. This ¾-mile provision is only a guideline and patrons may then decide to use shuttles, walk further to other parking facilities, or take mass transit. Counting parking facilities outside this radius, but still within

downtown San Jose, adds another 10,406 spaces to the inventory (see Table IV.A-5). The combined parking demand of the HP Pavilion and the ballpark would be about 19,000 spaces, assuming no shift in travel mode or vehicle occupancy. This demand essentially could be met within downtown San José, where there are about 21,652 existing spaces available (75 percent of 28,869) exclusive of the parking spaces added by the ballpark. In that event, some ballpark patrons would experience walk times of 20 to 30 minutes, which is typical of that experienced by San Francisco Giants fans walking approximately one mile from the several Market Street BART stations to AT&T Park. Under such circumstances, it might be desirable to operate a shuttle bus from outlying parking areas to the ballpark. Alternatively, the City might wish to encourage transit usage and carpooling as a way to reduce the number of cars brought downtown. Additional parking supply would be provided should either a 1,200-space or 1,300-space garage would be constructed. It is expected that as garages closer to the HP Pavilion and baseball stadium become full, fans seeking parking would drive throughout Downtown seeking the closest available parking, which would cause some additional congestion on those Downtown streets and intersections used to access parking garages. This will be addressed through 'dynamic wayfinding' (currently in operation) to direct fans to available parking and through the Traffic and Parking Management Plan (TPMP), discussed in more detail below. As discussed previously in this Chapter under the local intersection level-of-service analysis, the Downtown is exempt from the Citywide level of service standard, and thus any incremental increase in congestion from fans driving within Downtown seeking a garage with available parking is considered acceptable under, and by, City policy.

As discussed above, adequate parking is *not* defined as satisfying 100 percent of the baseball stadium parking demand on-site or within parking facilities that are within the direct control of the City or the baseball stadium operator. To do so would require a parking arrangement akin to the A's current situation at the Oakland Coliseum with a large surface parking field surrounding the ballpark and little else (which situation the A's owner specifically seeks to leave), or a large group of parking structures (6 to 12) in the immediate vicinity. Both scenarios are at odds with the City's vision for the Diridon Station Area, which is planned to have enhanced multimodal network connections to support a 24-hour/7-day-a-week commercial and entertainment center as part of the expanded Downtown Core. Already a major transit hub, Diridon Station may become one of the busiest multimodal stations in California and the western region of the United States with the proposed BART extension to Silicon Valley and the proposed HSR project to San Francisco and Los Angeles. (See Cumulative chapter discussion of the Diridon Station Area Plan effort underway).

Rather, the proposed baseball stadium seeks to follow the model of urban ballparks that reinforce the vitality of a commercial and entertainment district, as found in San Francisco, Seattle, Boston, Chicago, New York, San Diego, Pittsburg, Cincinnati, and Denver, among others. As with the Sharks and other large events at the HP Pavilion currently, these sports facilities introduce tens of thousands of fans who park or take transit, dine and/or shop at Downtown businesses, and walk to the facility, taking full advantage of the substantial public and private investment in parking and transit infrastructure that has already been made in Downtown San Jose. To the extent baseball patrons would need to walk more than ¾ mile to the baseball stadium from available parking under a simultaneous event scenario, it is not a question of adequate parking for existing uses, including the HP Pavilion, since the parking needs for those uses have been accounted for in the baseball stadium parking analysis, and a sufficient number of parking spaces have been identified within the Downtown area generally.

The need for baseball fans to potentially walk more than ¾ mile under this simultaneous event scenario instead highlights the question about whether fans would shift their behavior so that a higher percentage take transit, or by increasing vehicle occupancies closer to the 2.8 per car (up from the assumed 2.3 per vehicle) anticipated by MLB. The transit assumption for the baseball stadium has only accounted for existing transit options, and makes no assumption for future BART and HSR ridership, likely resulting in an ultimately very conservative assumption regarding transit usage once those options exist. Transit usage at several of the urban ballparks identified above has been observed between 11 percent and 23 percent, substantially higher than the conservative estimate of 4.5 percent assumed for the baseball stadium.

(3) **Preventing Parking Intrusion**. It is not the intent of the City to rely on any on-street parking, especially west of Bird Avenue, to serve the stadium. To prevent parking in the neighborhoods, the City may need to implement time limit or permit parking as noted in the certified 2007 EIR. Nevertheless, patrons new to the area might think that there is parking available west of Bird Avenue and drive through the neighborhoods looking for parking. Therefore, initially the City could place temporary barricades at neighborhood street entrances and signs directing vehicles to parking garages to control parking and traffic in this area. Once stadium patrons learn that parking is not available west of Bird Avenue, it may be possible to dispense with the barricades. However, it still would be necessary to continue parking enforcement to ensure that the permits and time limits are being observed.

A detailed TPMP should be prepared that describes initial short-term traffic controls as well as the long-term traffic management. This is the same procedure that was followed for the opening of the Arena. The Arena TPMP has been refined over the years, and now Arena events do not result in substantial, recurring traffic, parking or pedestrian access impacts. The purpose of the TPMP would be to provide for efficient ingress and egress of vehicles, pedestrians, and transit services to and from the ballpark, Arena, and identified parking facilities and minimize the effects of stadium/arena traffic and parking on surrounding neighborhoods. The TPMP would implement the following strategies:

- Motorist information system
- Dispersed/decentralized parking plan
- Neighborhood protection
- Promotion of public transit options
- Traffic and pedestrian control
- Utilize a transportation management and communications center

The majority of the strategies would be implemented via a traffic control plan that would be developed as part of the TPMP and serve to move vehicular traffic associated with the stadium efficiently from regional transportation facilities to arterials and into identified parking locations. The traffic control plan would identify road closures, intersection lane configuration changes, and locations that would be controlled by uniformed officers. The measures that would be taken as part of the traffic control plan to facilitate the efficient ingress and egress of stadium traffic are as follows:

- A transportation management communications center would be utilized to coordinate officers, signal operations, monitor parking availability and the changeable message signs (CMS). The

center would be connected and integrated into the City of San José's existing electronic traffic control system.

- Motorists would be directed to available parking from local and regional transportation facilities via CMS that are currently in place at several locations. Additional temporary CMS may be utilized to notify non-stadium traffic of events and associated road closures and delays.
- Parking facilities throughout the Downtown area would be utilized by the stadium. The availability of dispersed parking would result in a dispersal of stadium traffic to several freeway interchanges, arterials and local streets rather than one single access route leading to one centralized parking location.
- Neighborhood surrounding the stadium would be protected from parking intrusion by permit parking and signage restricting stadium parking. Officer parking enforcement would also be utilized during events.
- The availability of public transit in the immediate vicinity of the stadium would be promoted.
- Officers would be located at key locations to facilitate traffic flow, minimize traffic congestion, and manage pedestrians to minimize conflicts with vehicular traffic. Officers would communicate with the traffic control center to request signal timing adjustments as needed.
- Lane configuration adjustments and turn restrictions would be implemented at intersections surrounding the stadium and where there are heavy pedestrian volumes. And, signal timing at all intersections surrounding the stadium and those at major gateways to the stadium would be adjusted to provide adequate green time to serve inbound/outbound stadium traffic.

With an overlap of the MLB and NHL seasons as well as the occurrence of festivals in the downtown area, there would be days with simultaneous events. The following actions would be undertaken as part of the TPMP to minimize the effects of the increased traffic and pedestrian demand on transportation facilities and surrounding neighborhoods:

- Minimize same day event occurrences
- Staggered start/end times for events
- Monthly coordination with event venues
- Promotion of increased transit usage on simultaneous event days
- Increase transit service capacity

Changes in nearby land uses, available parking locations, and residential concerns, would necessitate a re-evaluation of the TPMP annually to evaluate the effectiveness of the TPMP and address any concerns that may arise from implementation of the TPMP.

i. Analysis on Neighborhood Streets. Though no significant impacts on neighborhood streets were identified in the 2006 traffic analysis, it can be expected that any increases in traffic volumes and/or parking issues on neighborhood streets surrounding the ballpark site would be reduced with the reduction in stadium size. To manage any adverse effects on neighborhood streets, a detailed TPMP should be prepared that describes initial short-term traffic controls as well as the long term traffic management.

j. Bird Avenue/Autumn Street Design. The planned improvements for the Bird Avenue/ Autumn Street corridor either as background improvements (something already planned without the ballpark) or as part of the ballpark project that were described in the 2006 traffic analysis remain unchanged. The improvements include the extension of Autumn Street to Coleman Avenue, the realignment of Autumn Street (and abandonment of Montgomery Street) along the ballpark site, and transportation operational improvements on Bird Avenue between I-280 and Park Avenue.

k. Potential Narrowing of Park Avenue. In addition to the roadway adjustments described above, the supplemental traffic analysis includes the evaluation of the potential narrowing of Park Avenue to accommodate the stadium and associated facilities. Because it is uncertain at this point whether the adjustments to the roadways would be necessary, the narrowing of Park Avenue is treated within the supplemental traffic analysis as a project variant.

An analysis was completed to evaluate the effects of the roadway adjustments on each of the affected roadway facilities for each of the potential stadium seating capacities and parking options.

The narrowing of Park Avenue would occur between McEvoy Street and Josefa Street, and reduce the travel lanes in each direction from two lanes to one lane. The narrowing of Park Avenue would reduce the through lanes along Park Avenue at its intersection with Bird Avenue and Autumn Street. Bike lanes are planned along Park Avenue along the section to be narrowed, but the potential narrowing would not prohibit the implementation of the planned bike lanes. Bird Avenue would also be narrowed between San Carlos Street and Park Avenue and reduce travel lanes in each direction from three to two lanes for that specific street segment. The narrowing of Bird Avenue would result in the reduction of through lanes along Bird Avenue/Autumn Street at its intersections with San Carlos Street and Park Avenue. The resulting lane configurations and results of the intersection level of service analysis are provided in Appendix C. The City of San José also completed a General Plan Amendment (GPA) analysis for the proposed narrowing of Park Avenue. That analysis is also included in Appendix C. The GPA analysis and the effects on traffic of narrowing Park Avenue are summarized below.

Long-term General Plan Amendment Analysis Summary. While Park Avenue today consists of two and four lane segments, it is planned in the current San Jose 2020 General Plan Land Use/ Transportation Diagram for ultimate improvement to four lanes, for purposes of accommodating future traffic volumes from build out of all planned land uses in the vicinity per the General Plan. The Park Avenue adjustment would consist of a roadway network adjustment that may redistribute traffic on surrounding roadways. Therefore, a GPA analysis was performed to evaluate the effects of the proposed roadway adjustment. Because the proposed Park Avenue narrowing would not change land use, it would not result in a change in peak hour trips. The GPA analysis utilizes the City of San José traffic forecasting model and CUBE transportation planning software. The determination of significance is based on the extent to which the proposed roadway change contributes to projected peak hour travel and congestion in the vicinity of the proposed amendment. The GPA analysis includes a quantification of effects of the roadway adjustment on vehicle miles traveled (VMT), vehicle hours traveled (VHT), trips across regional screenlines,[2] and a congested proximity analysis.[3]

[2] Screenlines are imaginary lines drawn across several parallel roadways in order to evaluate the combined capacity and travel demand. In San José, the screenlines often represent existing physical constrictions on travel at that location – such as a freeway or a creek.

[3] Proximity area is used to refer to the geographic area near the site of a proposed GPA.

Impact TRANS-2: The project option that would narrow Park Avenue from four to two lanes involves a General Plan Transportation Diagram Amendment that would result in significant long-term transportation impacts upon build out of the current San Jose 2020 General Plan. (S)

The results of the GPA analysis indicate that the proposed reduction in planned Park Avenue capacity from four to two lanes would shift travel patterns and lead to an increase traffic volumes on surrounding roadways that would result in increases to congestion through regional screenlines and roadways within its proximity that are beyond the identified impact thresholds. Based on the impact criteria for the GPA analysis, the increases constitute a significant adverse traffic impact.

Impacts from a proposed General Plan Amendment can be reduced by conformance with General Plan policies as outlined in the City's General Plan Amendment report, but not to a less than significant level since the General Plan Amendment analysis assumes that all planned transportation improvements identified in the Land Use/Transportation Diagram exist, meaning no additional improvements are available to offset the loss of roadway capacity from a narrowed Park Ave. As an example, the City could consider re-designating a parallel roadway to add more vehicular capacity (i.e. add more lanes to San Carlos Avenue or Auzerais Avenue), but there are significant right-of-way constraints that make that infeasible. The challenge of mitigating for General Plan level transportation impacts is substantially more complex than 'improving' an intersection by adding a turn lane so it can handle more traffic, rather it involves upgrading an entire roadway segment and is considered infeasible due to right-of-way constraints, substantial cost, and unacceptable land use impacts, i.e. acquisition and demolition of homes, businesses, etc., similar to the difficulties involved in creating additional freeway segment capacity. There is no feasible mitigation available to reduce this impact given that the transportation model assumes that all planned roadways and other planned transportation improvements have been built to their maximum capacity, therefore the impact is significant and unavoidable. (SU)

The General Plan policies primarily require that a near-term traffic analysis for the proposed roadway change be completed. The results of the near-term traffic analysis are as follows:

Near-term Ballpark Traffic Under Narrowed Park Avenue Traffic Condition. Intersection level of service analysis was completed to evaluate the effects of the Park Avenue and Bird Avenue roadway adjustments for each of the project alternatives and parking scenarios. The level of service results under project conditions for each of the study scenarios indicate that the roadway adjustments would have little or no effect on the intersection level of service reported without the roadway adjustments at the intersections of Park Avenue and San Carlos Street with Bird Avenue and Autumn Street. The intersection of Bird Avenue and San Carlos Street would continue to operate at LOS D or better conditions under each of the study scenarios. The intersection of Autumn Street and Park Avenue would operate at LOS F conditions, but improve to LOS D conditions with the improvements described as project mitigation.

l. **Summary.** The proposed project, whether 32,000 or 36,000 seating capacity, and regardless of parking option (no parking, 1,200 space Montgomery/Autumn Street structure, or 1,300 HP Pavilion structure), would not have a significant impact on any study intersections and would have significant, unavoidable freeway impacts to the identified segments of State Route 87, I-280, I-680, and I-880. The proposed project, regardless of seating capacity and parking option, would not result in inadequate parking capacity for existing Downtown uses, including the HP Pavilion, and would not

cause significant parking intrusion to surrounding residential neighborhoods. The proposed reduction in Park Avenue lane capacity from four to two lanes would not cause any additional near-term local intersection impacts when combined with baseball stadium traffic, but would cause significant congestion on surrounding roadways over the long term assuming build out of planned land uses in the San Jose 2020 General Plan land use diagram.

B. NOISE

In part because of comments made during the scoping period with regard to noise generated by ballgames and other events that would be held at the stadium, the City has elected to update the noise analysis, utilizing more sophisticated modeling technology than in 2006, from the certified 2007 EIR for events for which the proposed modified stadium would be used. This section describes existing noise conditions relevant to events that would be held at the proposed stadium, identifies criteria for determining the significance of noise impacts, and estimates the likely noise that would result from project events. The remaining topics related to noise that were addressed in the certified EIR, including traffic-related noise and construction noise, require no additional evaluation for the reasons provided in the Initial Study, which is attached as Appendix B to this SEIR.

1. Setting

The characteristics of sound and the federal, State and City regulations related to noise are unchanged from those described in Chapter V.E, Noise of the certified EIR and thus are not repeated here. The existing noise sources in and adjacent to the project area are described below.

The project is located in an urban area and is, therefore influenced by several surrounding noise sources. Primary noise sources that affect the baseline noise level of the area are unchanged from those described in the certified 2007 EIR and include the following:

- Aircraft noise from the San José International Airport located approximately 2.5 miles northeast of the project site.
- Railroad noise from railroad tracks adjacent to the western boundary of the project site as well as the light rail line.
- Vehicle traffic on State Route 87 (SR 87), State Route 280 (SR 280), W. San Carlos Street, Park Avenue and W. San Fernando Street.

Results of the monitoring conducted for the certified EIR indicate noise levels at the project site fall within the acceptable range of up to 75 dBA L_{dn} for outdoor spectator sports as established by the City of San José. The residential areas surrounding the project area are generally above normally acceptable noise levels for residential uses established in the General Plan. As measured in January 2006 all monitor sites have a L_{max} level that exceed 55 dB due to existing noise sources observed to be airplane flyovers; bus, truck and vehicle traffic on surrounding roadways; and trains on the railroad tracks west of the project site. Additional sources of noise observed during the evening measurements included dogs barking in the residential neighborhoods. Live music from the bar located adjacent to the four-plex located on Montgomery Street affected the results on noise monitoring at that location. The existing noise environment is graphically depicted in Figure IV.B-1.

2. Impacts and Mitigation Measures

a. Criteria of Significance. A project would normally have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the project area are the criteria in the City's Noise Element of the General Plan. For the purposes of this project, a noise impact is considered significant if the project results in:

- Exposure of persons to or generation of noise levels in excess of standards established in the San Jose General Plan, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;
- A substantial temporary, periodic, or permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or
- For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

c. **Significant Noise Impacts.** Significant noise impacts related to potential future ballgames and other events that could be held at the proposed stadium are discussed below.

Impact NOISE-2 (as identified in the certified 2007 EIR): Baseball game events could result in noise impacts on adjacent residential uses. (S)

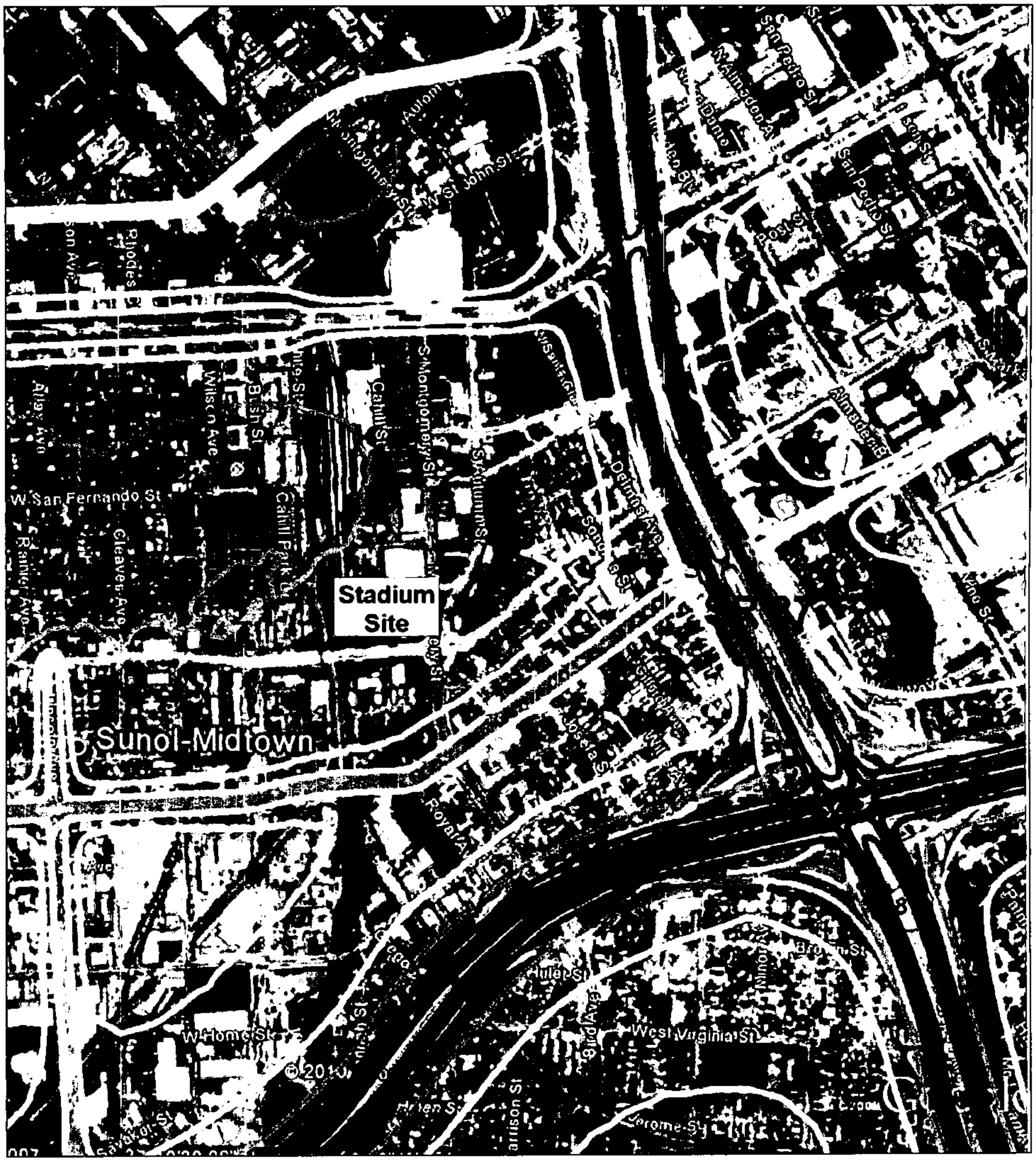
Impact NOISE-3 (as identified in the certified 2007 EIR): Proposed on-site concert and other events could result in noise impacts on adjacent residential uses. (S)

As noted in the certified 2007 EIR, during baseball games and on-site concert events at the proposed stadium, potential noise impacts would be created. Sources of noise would include the sounds of the crowd cheering, the public address systems, music and firework displays. These are considered isolated peak noises and are not an averaged calculation, such as CNEL measurements. Rather, these types of noise impacts would be most appropriately measured and reported in terms of dBA L_{max} or L_{eq}.

Previously, the potential noise impacts from baseball games and other events were evaluated by referencing noise analyses that were performed for similar projects. Baseball stadium event noise had been monitored for a number of facilities that are similar to the proposed project. Specific noise estimates for the new ballpark were based on measurements taken at Qualcomm Stadium[1] at a baseball game with an attendance of approximately 40,000 (slightly less than the design capacity of the propose project at 45,000). For the analysis in this SEIR a different approach was used.[2] A computer model (SoundPLAN Version 7) was used to calculate noise levels that would be received in the community that surrounds the site for the stadium. SoundPLAN is a three-dimensional ray tracing program that takes into account the characteristics of the noise source, including its location, size and shape, sound level, and frequency spectrum; locations of the receivers of the sound; and conditions in the sound transmission paths that affect sound propagation primarily including absorption by the ground and air, and effects of intervening barriers (such as buildings) or topography, and reflections from the ground and other surfaces. Neutral atmospheric conditions were assumed for the modeling. Wind and temperature gradients can cause increases or decreases in sound levels of 5 to 8 decibels at distant receptors that can affect the audibility of sounds.

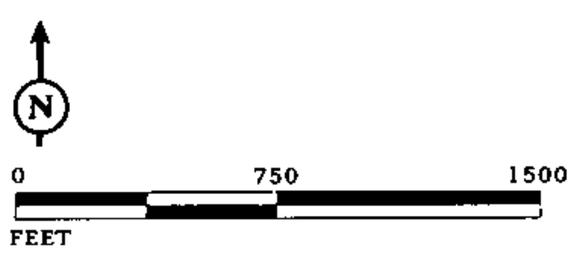
[1] San Diego, California

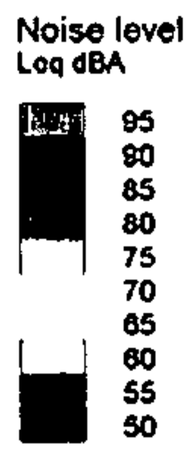
[2] Illingworth & Rodkin, Inc.. 2010. San José Baseball Stadium – Noise Modeling. February 8. The entire memorandum is provided in Appendix D of this SEIR.



LSA

FIGURE IV.B-1





Baseball Stadium in the Diridon/Arena Area Supplemental EIR

Existing Noise Exposure (Traffic Sources)

SOURCE: GOOGLE MAPS; ILLINGWORTH & RODKIN, INC., FEBRUARY 2010.

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Back of Figure IV.B-1: Existing Noise Exposure (Traffic Sources)

Base geometrical files, including topographical information, were taken from existing files available to the consultant performing the noise analysis. The preliminary design for the stadium was then added to the base geometrical files. A capacity crowd of 36,000 spectators was distributed throughout the stadium seating area. The crowd is the most significant source of noise associated with a baseball game and determines the hourly average noise level. The sound level and frequency spectrum for a cheering crowd was assumed as the noise source. For the musical concert, a typical rock and roll sound spectrum was utilized as the sound source. The model was calibrated by assuming that the noise level at the mixing board would be 95 dBA Leq as stated as mitigation measure NOISE-3 in the EIR. This is to represent a credible worst-case assumption for sound inside the stadium. Two loudspeaker arrays with a relatively broad directivity pattern were assumed in the analysis to, again, create a credible worst-case scenario for predicting noise radiation into the community. The project area was visited to confirm existing conditions in the area.

Baseball Game Noise Analysis. Figure IV.B-2 shows the noise exposure map for a capacity baseball game. The highest noise levels would be predicted toward the northeast where the stadium structure is open and does not include seating. At a distance of approximately 800 feet from the center of the field, the predicted noise level would reach a maximum of about 65 dBA Leq. Shielding from the anticipated scoreboard can be seen with the approximate 5 dBA reduction in noise levels as indicated by the 70 dBA Leq and 75 dBA Leq contour lines behind the scoreboard. Noise levels to the west and south would be substantially lower because of the shielding provided by the stadium rim.

On-Site Concert Event Noise Analysis. Figure IV.B-3 shows the model output for a rock and roll concert. Noise levels inside the stadium were modeled at 90 to 95 dBA in the seating areas. Because the speakers would be oriented away from the opening (that is, to the southwest) towards the seating area, noise levels in the community to the northeast would not be elevated with a concert as much as they could be assuming an opposite speaker orientation (i.e., toward the northeast). Nonetheless, a much larger area would experience higher noise levels as compared to a baseball game. The character of the sound would, of course, be completely different.

The SoundPLAN model predicts noise levels about 3 to 5 dBA higher than the previous analysis for baseball games and 5 to 7 dBA higher for concerts, and shows a larger geographical area affected by the noise from baseball games and concerts. For example, the 60 dBA Leq noise contour would extend approximately 1,350 feet to the northeast during a baseball game and approximately 1,700 feet to the northeast during a concert. The 50 dBA Leq noise contour would extend approximately 3,600 feet to the northeast during a baseball game and approximately 5,100 feet to the northeast during a concert. This more refined analysis also shows that areas to the west would be exposed to lower noise levels because of the shielding provided by the stadium building. Variations in weather conditions, as previously mentioned, could cause variations in the level of sound and the audibility of the sound in the areas surrounding the proposed stadium. Mitigation Measures NOISE-2a, NOISE-2b and NOISE-3 from the certified 2007 EIR would reduce the noise impacts of the project, but not to a level that is less than significant. The mitigation measures are revised to reflect the additional information developed as part of the noise study that was prepared for this SEIR (added text is underlined and deleted text is shown in ~~strikethrough~~ text).

> NOISE-2a: The stadium public address system shall be comprised of a distributed speaker system on-site, which would locate speakers around each section of the park to minimize the need for extra-loud and high-mounted units.

NOISE-2b: After the ballpark design is finalized and p~~P~~rior to the first ballpark event, a detailed acoustic study shall be conducted by the City of San José to confirm the predictions of the long-term noise levels at noise sensitive uses within the 60 dBA Leq contour line shown in ~~Figure V.E-2~~ Figure IV.B-2 of the ballpark, which have been made in this SEIR. The study shall be used to determine noise attenuation measures to achieve a 45 dBA Leq interior noise level at nearby residences located within the 60 dBA Leq contour line. Attenuation measures at the stadium shall include, but not be limited to, distributed speakers for the public address system and limitations placed on sound levels associated with various activities. Measures taken with affected property owner's consent, at receptor locations may include, but are not limited to installation of dual-pane windows, mechanical air conditioning, sound walls and improved ceiling and wall insulation.

Necessary remedial measures shall be implemented, or otherwise assured to be implemented within one year to the satisfaction of the City Manager. Implementation of mitigation measures NOISE-2~~1~~a and NOISE-2~~1~~b would reduce impacts associated with baseball games. However, impacts would remain significant and unavoidable.

NOISE-3: A maximum sound level of 95 dB Leq shall be maintained at the sound board for concerts.

Implementation of the multipart mitigation measures ~~NOISE-1 and~~ NOISE-2 would reduce impacts from concert noise. However, noise impacts would ~~be~~ remain significant and unavoidable.

No additional measures that would reduce the noise impacts of baseball games or concerts at the stadium were identified in the updated analysis. The analysis supports the previous findings from the certified 2007 EIR that the noise impact from the stadium would be significant and unavoidable, but predicts noise exposures above the identified thresholds would extend further from the baseball stadium than previously disclosed in the certified 2007 EIR. (SU)

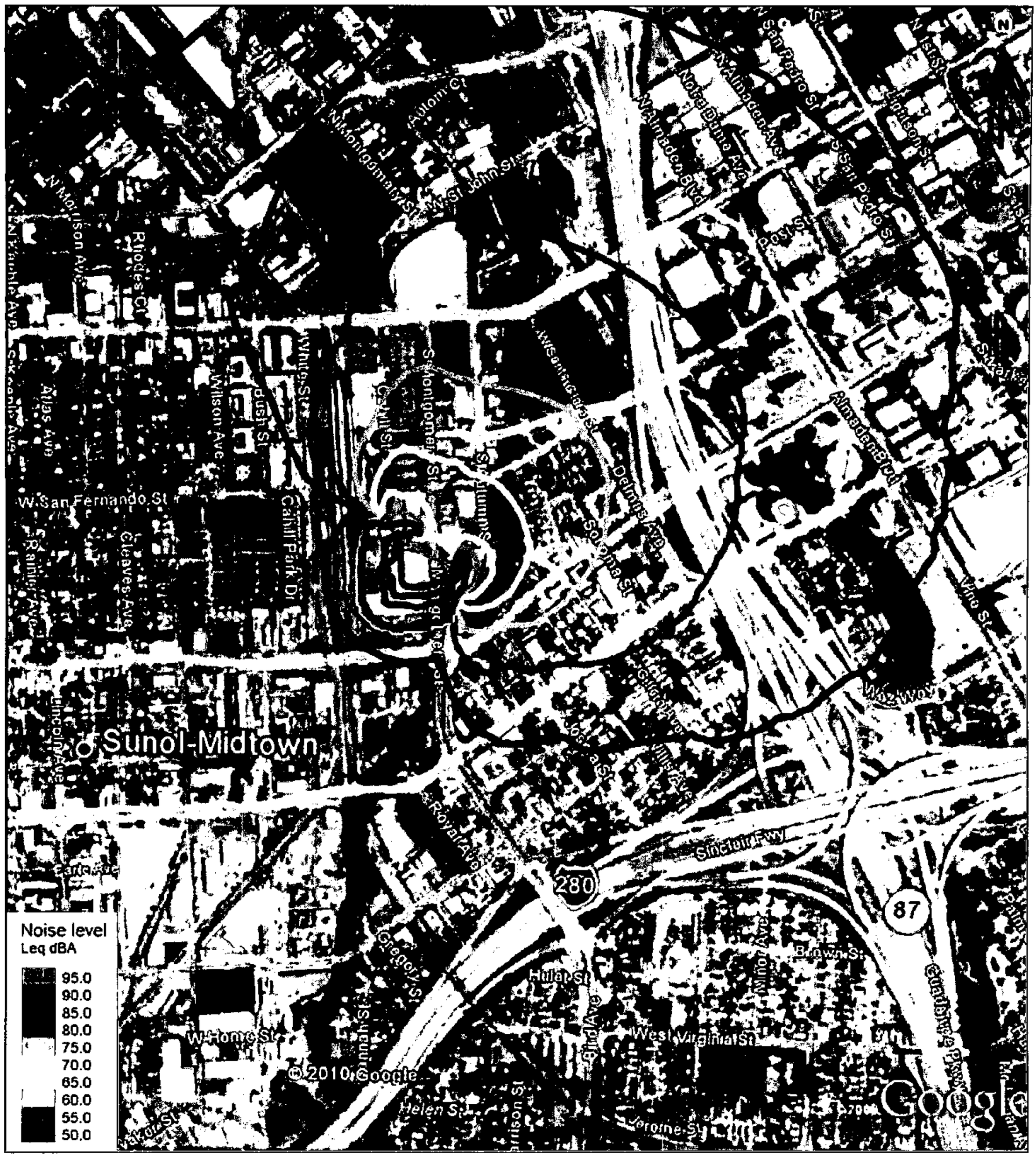
Noise level
Leq dBA
95.0
90.0
85.0
80.0
75.0
70.0
65.0
60.0
55.0
50.0
Sunol-Midtown
W San Fernando St
Cahill Park Dr
Cleaves Ave
Rhodes Ct
W Morrison Ave
Allgas Ave
Wilson Ave
W Hedding St
Montgomery St
Delmas Ave
Sonoma St
Almaden Ave
Almaden Blvd
San Pedro St
Post St
Lincoln Ave
Royal Ave
Sinclair Fwy
280
87
Hillsdale Ave
Hillsdale Ave
Hillsdale Ave

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FIGURE IV.B-3

Baseball Stadium in the
Diridon/Arena Area Supplemental EIR
Noise Exposure Map for a Concert

SOURCE: GOOGLE MAPS; ILLINGWORTH & RODKIN, INC., FEBRUARY 2010.

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C. GLOBAL CLIMATE CHANGE

Global climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other significant changes in climate (such as precipitation or wind) that last for an extended period of time. The prevailing scientific opinion on climate change is that most of the warming observed over the last 50 years is attributable to human activities that have lead to increased amounts of carbon dioxide (CO_2) and other greenhouse gases (GHGs) in the atmosphere. Because global growth continues to contribute large amounts of GHGs across the world any given development project contributes only a small portion of any net increase in GHGs in the atmosphere.

CEQA requires that lead agencies consider the reasonably foreseeable adverse environmental effects of projects considered for approval, including cumulative impacts. Cumulative impacts are the collective impacts of one or more past, present, or future projects, that when combined, result in adverse changes to the environment. Global climate change is considered an "effect on the environment" and an individual project or plan's incremental contribution to global climate change, although small, can have a cumulatively significant impact when considered collectively with past present and future projects. Therefore, climate change is addressed primarily as a cumulative impact for purposes of CEQA.

This section begins by providing general background information on climate change and meteorology. It then discusses the regulatory framework for global climate change, provides data on the existing global climate setting, and evaluates potential GHG emissions associated with the proposed project. This section also discusses and evaluates the potential impacts of climate change on the Baseball Stadium in the Diridon/Arena Area. The information and analysis provided in this report rely primarily on the Climate Action Team 2006 Final Report, Intergovernmental Panel on Climate Change (IPCC) Assessment Reports, various California Air Resources Board (ARB) staff reports, and other related global climate change documents that provide background information on the impacts of GHG emissions.

1. Setting

The following discussion provides an overview of the setting for global climate change, its causes, and its potential effects; and emission sources and inventories. The regulatory framework relating to global climate change is summarized.

a. Global Climate Change Setting and Background. Global climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other significant changes in climate (such as precipitation or wind) that last for an extended period of time. The term "global climate change" is often used interchangeably with the term "global warming," but "global climate change" is preferred to "global warming" because it helps convey that there are other changes in addition to rising temperatures. Global surface temperatures have risen by 1.33°F ± 0.32°F over the last 100 years (1906 to 2005). The rate of warming over the last 50 years is almost double that over the last 100 years.[1] The prevailing scientific opinion on climate change is that most of the warming observed over the last 50 years is attributable to human activities. The increased amounts of CO_2 and other GHGs are the primary causes of the human-induced component of warming. GHGs are released

[1] Intergovernmental Panel on Climate Change (IPCC), 2007. *Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the IPCC.*

by the burning of fossil fuels, land clearing, agriculture, and other activities, and lead to an increase in the greenhouse effect.[2]

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:[3]

- Carbon dioxide (CO_2)
- Methane (CH_4)
- Nitrous oxide (N_2O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur Hexafluoride (SF_6)

Over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which is believed to be causing global warming. While manmade GHGs include naturally-occurring GHGs such as CO_2, CH_4, and N_2O, some gases, like HFCs, PFCs, and SF_6 are completely new to the atmosphere. Water vapor also has heat trapping properties but is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation. For the purposes of this SEIR, the term "GHGs" will refer collectively to the gases listed above only.

GHGs vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The global warming potential is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). As noted in Table IV.C-1, certain gases are short-lived in the atmosphere, while others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. The GWP of each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2eq). Table IV.C-1 shows the GWPs for each type of GHG. For example, SF_6 is 22,800 times more potent at contributing to global warming than CO_2. The following discussion summarizes the characteristics of the six primary GHGs.

[2] The temperature on Earth is regulated by a system commonly known as the "greenhouse effect." Just as the glass in a greenhouse lets heat from sunlight in and reduce the amount of heat that escapes, greenhouse gases like carbon dioxide, methane, and nitrous oxide in the atmosphere keep the Earth at a relatively even temperature. Without the greenhouse effect, the Earth would be a frozen globe; thus, although an excess of greenhouse gas results in global warming, the *naturally occurring* greenhouse effect is necessary to keep our planet at a comfortable temperature.

[3] The greenhouse gases listed are consistent with the definition in Assembly Bill (AB) 32 (Government Code 38505), as discussed later in this section.

Table IV.C-1: Global Warming Potential of Greenhouse Gases

Gas	Atmospheric Lifetime (Years)	Global Warming Potential (100-year Time Horizon)
Carbon Dioxide (CO_2)	50-200	1
Methane (CH_4)	12	25
Nitrous Oxide (N_2O)	114	298
HFC-23	270	14,800
HFC-134a	14	1,430
HFC-152a	1.4	124
PFC: Tetrafluoromethane (CF_4)	50,000	7,390
PFC: Hexafluoromethane (C_2F_6)	10,000	12,200
Sulfur Hexafluoride (SF_6)	3,200	22,800

Source: IPCC, 2007. *Climate Change 2007: The Physical Science Basis.* Contribution of Working Group I to the Fourth Assessment Report of the IPCC.

Carbon Dioxide (CO_2). In the atmosphere, carbon generally exists in its oxidized form, as CO_2. Natural sources of CO_2 include the respiration (breathing) of humans, animals and plants, volcanic outgassing, decomposition of organic matter and evaporation from the oceans. Human-caused sources of CO_2 include the combustion of fossil fuels and wood, waste incineration, mineral production, and deforestation. The Earth maintains a natural carbon balance and when concentrations of CO_2 are upset, the system gradually returns to its natural state through the natural processes. Natural changes to the carbon cycle work slowly, especially compared to the rapid rate at which humans are adding CO_2 to the atmosphere. Natural removal processes, such as photosynthesis by land- and ocean-dwelling plant species, cannot keep pace with this extra input of man-made CO_2, and consequently, the gas is building up in the atmosphere. The concentration of CO_2 in the atmosphere has risen about 30 percent since the late 1800s.[4]

In 2002, CO_2 emissions from fossil fuel combustion accounted for approximately 98 percent of man-made CO_2 emissions and approximately 84 percent of California's overall GHG emissions (CO_2eq). The transportation sector accounted for California's largest portion of CO_2 emissions, with gasoline consumption making up the greatest portion of these emissions. Electricity generation was California's second largest category of GHG emissions.

Methane (CH_4). CH_4 is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources include wetlands, termites, and oceans. Anthropogenic sources include rice cultivation, livestock, landfills and waste treatment, biomass burning, and fossil fuel combustion (burning of coal, oil, natural gas, etc.). Decomposition occurring in landfills accounts for the majority of human-generated CH_4 emissions in California, followed by enteric fermentation (emissions from the digestive processes of livestock).[5] Agricultural processes such as manure management and rice cultivation are also significant sources of human-generated CH_4 in California. CH_4 accounted for approximately 6 percent of gross climate change emissions (CO_2eq) in California in 2002.[6]

[4] California Environmental Protection Agency. 2006. *Climate Action Team Report to Governor Schwarzenegger and the Legislature.* March.

[5] California Air Resources Board, Greenhouse Gas Inventory Data - 1990 to 2004. http://www.arb.ca.gov/cc/inventory/data/data.htm. Accessed November 2008.

[6] Ibid.

It is estimated that over 60 percent of global CH_4 emissions arise from human-related activities.[7] As with CO_2, the major removal process of atmospheric CH_4 – a chemical breakdown in the atmosphere – cannot keep pace with source emissions, and CH_4 concentrations in the atmosphere are increasing.

Nitrous Oxide (N_2O). N_2O is produced naturally by a wide variety of biological sources, particularly microbial action in soils and water. Tropical soils and oceans account for the majority of natural source emissions. N_2O is a product of the reaction that occurs between nitrogen and oxygen during fuel combustion. Both mobile and stationary combustion emit N_2O, and the quantity emitted varies according to the type of fuel, technology, and pollution control device used, as well as maintenance and operating practices. Agricultural soil management and fossil fuel combustion are the primary sources of human-generated N_2O emissions in California. N_2O emissions accounted for nearly 7 percent of man-made GHG emissions (CO_2eq) in California in 2002.

Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs), and Sulfur Hexafluoride (SF_6). HFCs are primarily used as substitutes for ozone-depleting substances regulated under the Montreal Protocol.[8] PFCs and SF_6 are emitted from various industrial processes, including aluminum smelting, semiconductor manufacturing, electric power transmission and distribution, and magnesium casting. There is no aluminum or magnesium production in California; however, the rapid growth in the semiconductor industry, which is active in California, leads to greater use of PFCs. HFCs, PFCs, and SF_6 accounted for about 3.5 percent of man-made GHG emissions (CO_2eq) in California in 2002.[9]

b. Emissions Sources and Inventories. An emissions inventory that identifies and quantifies the primary human-generated sources and sinks of GHGs is a well-recognized and useful tool for addressing climate change. This section summarizes the latest information on global, United States, California, and local GHG emission inventories.

(1) Global Emissions. Worldwide emissions of GHGs in 2004 were 27 billion metric tons of CO_2eq per year.[10] Global estimates are based on country inventories developed as part of programs of the United Nations Framework Convention on Climate Change.

(2) U.S. Emissions. In 2005, the United States emitted about 7.1 billion metric tons[11] of CO_2eq or about 25 tons/year/person. Of the four major sectors nationwide – residential, commercial, industrial and transportation – transportation accounts for the highest amount of GHG emissions (approximately 35 to 40 percent); these emissions are entirely generated from direct fossil fuel

[7] IPCC, 2007. Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the IPCC.

[8] The Montreal Protocol is an international treaty that was approved on January 1, 1989, and was designated to protect the ozone layer by phasing out the production of several groups of halogenated hydrocarbons believed to be responsible for ozone depletion.

[9] California Environmental Protection Agency. 2006. *Climate Action Team Report to Governor Schwarzenegger and the Legislature.* March.

[10] Combined total of Annex I and Non-Annex I Country CO_2eq emissions. United Nations Framework Convention on Climate Change (UNFCCC), 2007. *Greenhouse Gas Inventory Data.* Information available at http://unfccc.int/ghg_data/ghg_data_unfccc/time_series_annex_i/items/3814.php and http://maindb.unfccc.int/library/view_pdf.pl?url=http://unfccc.int/resource/docs/2005/sbi/eng/18a02.pdf.

[11] A metric ton is equivalent to approximately 1.1 tons.

combustion. Between 1990 and 2006, total United States GHG emissions rose approximately 14.7 percent.[12]

(3) State of California Emissions. According to ARB emission inventory estimates, California emitted approximately 475 million metric tons (MMT) of CO_2eq emissions in 2005 – about 6.5 percent of total United States GHG emissions.[13] Although this is a large number due primarily to the sheer size of California as compared to other States, California has the fourth lowest per-capita CO_2 emission rate from fossil fuel combustion in the country. The low emission rate is due to the success of California's energy efficiency and renewable energy programs and commitments that have lowered the State's GHG emissions rate of growth by more than half of what it would have been otherwise.[14]

The California EPA Climate Action Team stated in its March 2006 report that the composition of gross climate change pollutant emissions in California in 2002 (expressed in terms of CO_2eq) was as follows:

- CO_2 accounted for 83.3 percent;
- CH_4 accounted for 6.4 percent;
- N_2O accounted for 6.8 percent; and
- HFCs, PFC, and SF_6 accounted for 3.5 percent.[15]

The ARB estimates that transportation was the source of approximately 38 percent of the State's GHG emissions in 2004, followed by electricity generation (both in-State and out-of-State) at 23 percent, and industrial sources at 20 percent. The remaining sources of GHG emissions are residential and commercial activities at 9 percent, agriculture at 6 percent, high global warming potential gases at 3 percent, and recycling and waste at 1 percent.[16]

ARB is responsible for developing the California Greenhouse Gas Emission Inventory. This inventory estimates the amount of GHGs emitted to and removed from the atmosphere by human activities within the State of California and supports the AB 32 Climate Change Program. ARB's current GHG emission inventory covers the years 1990-2004 and is based on fuel use, equipment activity, industrial processes, and other relevant data (e.g., housing, landfill activity, agricultural lands, etc.). The emission inventory estimates are based on the actual amount of all fuels combusted in the State, which accounts for over 85 percent of the GHG emissions within California.

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[12] U.S. Environmental Protection Agency (EPA). 2008. The U.S. Greenhouse Gas Emissions and Sinks: Fast Facts. http://www.epa.gov/climatechange/emissions/downloads/2008_GHG_Fast_Facts.pdf.

[13] California Air Resources Board, California Greenhouse Gas Inventory by Scoping Plan Categories 2000-2006, website: http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf.

[14] California Energy Commission (CEC), 2007. Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004 - Final Staff Report, publication # CEC-600-2006-013-SF, Sacramento, CA, December 22, 2006; and January 23, 2007 update to that report.

[15] California Environmental Protection Agency. 2006. *Climate Action Team Report to Governor Schwarzenegger and the Legislature*. March.

[16] California Air Resources Board (ARB), 2008. http://www.climatechange.ca.gov/inventory/index.html. September.

ARB staff has projected 2020 unregulated GHG emissions, which represent the emissions that would be expected to occur in the absence of any GHG reduction actions. ARB staff estimates the State-wide 2020 unregulated GHG emissions will be 596 MMT of CO_2eq. GHG emissions in 2020 from the transportation and electricity sectors as a whole are expected to increase, but remain at approximately 38 percent and 23 percent of total CO_2eq emissions, respectively. The industrial sector consists of large stationary sources of GHG emissions and the percentage of the total 2020 emissions is projected to be 17 percent of total CO_2eq emissions. The remaining sources of GHG emissions in 2020 are high global warming potential gases at 8 percent, residential and commercial activities at 8 percent, agriculture at 5 percent, and recycling and waste at 1 percent.[17]

(4) Bay Area Emissions. The BAAQMD established a climate protection program in 2005 to acknowledge the link between climate change and air quality. The Air District regularly prepares inventories of criteria and toxic air pollutants to support planning, regulatory and other programs. The most recent BAAQMD inventory also estimates GHG emissions produced by the San Francisco Bay Area in 2007.[18] The inventory updates the Air District's previous GHG emission inventory for base year 2002, which was published November 2006.

In 2007, the San Francisco Bay Area emitted 102.6 MMT of CO_2eq. Fossil fuel consumption in the transportation sector was the single largest source of the San Francisco Bay Area's GHG emissions. The transportation sector, including on-road motor vehicles, locomotives, ships and boats, and aircraft, contributed over 40 percent of GHG emissions in the Bay Area. The industrial and commercial sector (excluding electricity and agriculture) was the second largest contributor with 34 percent of total GHG emissions. Energy production activities such as electricity generation and co-generation were the third largest contributor with approximately 15 percent of the total GHG emissions. Off-road equipment such as construction, industrial, commercial, and lawn and garden equipment contributed 3 percent of GHG emissions.

(5) City of San José. At the time this SEIR was drafted, the GHG emissions inventory shown in Table IV.C-2 represents the best available emissions estimates for the City of San José. Table IV.C-3 shows the emissions among large U.S. metropolitan areas for per capita carbon missions from transportation and residential energy use in 2005.

The City of San José is preparing a Climate Action Plan in conjunction with the Envision San Jose 2040 General Plan Update to address existing and forecast emissions in compliance with California's AB 32 goals. The Envision 2040 General Plan Update process is anticipated to conclude in 2011.

[17] California Air Resources Board (ARB), 2008. http://www.arb.ca.gov/cc/inventory/data/forecast.htm. September.

[18] Bay Area Air Quality Management District, 2008. *Source Inventory of Bay Area Greenhouse Gas Emissions.* December.

Table IV.C-2: San José Greenhouse Gas Emissions as compared to National and State Levels

Location	Greenhouse Gas Emissions (MMT CO2e)	Percent of U.S. Emissions	Percent of California Emissions
United States	7,147.2 [1]	100	N/A
California	475.70 [2]	7.80	100
San Jose citywide	3.83 [3]	0.06	0.8

Source: (1) U.S. EPA Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2007; (2) California Greenhouse Gas Inventory by Scoping Plan Categories 2000-2006, California Air Resources Board website: http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf; (3) Report generated for San Jose, CA using STAPPA/ALAPCO and ICLEI's Clean Air and Climate Associates Inc.
Note: Values are based on 2005 data.

Table IV.C-3: Carbon Emissions by Major Metropolitan Areas

Rank	Lowest Emitters	Carbon Footprint (metric tons)
1	Honolulu, HI	1.356
2	Los Angeles-Lon Beach-Santa Ana, CA	1.413
3	Portland-Vancouver-Beaverton, OR-WA	1.446
4	New York-Northern New Jersey-Long Island, NY-NJ	1.495
5	Boise City-Nampa, ID	1.507
6	Seattle-Tacoma-Bellevue, WA	1.556
7	**San Jose-Santa Clara-Sunnyvale, CA**	**1.573**
8	San Francisco-Oakland-Fremont, CA	1.585
9	El Paso, TX	1.613
10	San Diego-Carlsbad-San Marcos, CA	1.630
	Highest Emitters	
98	Cincinnati-Middletown, OH-KY-IN	3.28
99	Indianapolis, IN	3.36
100	Lexington-Fayette, KY	3.46

Source: Brookings Institute, "Shrinking the Carbon Footprint of Metropolitan America," May 2008

c. Regulatory Framework. The regulatory framework and other governmental activities addressing GHG emissions and global climate change are discussed in this section.

(1) Federal Regulations. The United States has historically had a voluntary approach to reducing GHG emissions. However, on April 2, 2007, the United States Supreme Court ruled that the Environmental Protection Agency (EPA) has the authority to regulate CO_2 emissions under the federal Clean Air Act (CAA). While there currently are no adopted federal regulations for the control or reduction of GHG emissions, EPA commenced several actions in 2009 that are required to implement a regulatory approach to global climate change.

On September 15, 2009, EPA proposed national GHG emissions standards under the CAA, and the Department of Transportation's National Highway Traffic Safety Administration proposed Corporate Average Fuel Economy (CAFE) standards under the Energy Policy and Conservation Act. These standards would apply to model year 2012 through 2016 light-duty vehicles and would reduce GHG emissions and improve fuel economy.

On September 30, 2009, EPA announced a proposal that focuses on large facilities emitting over 25,000 tons of GHG emissions per year. These facilities would be required to obtain permits that would demonstrate they are using the best practices and technologies to minimize GHG emissions.

On December 7, 2009, the EPA Administrator signed a final action under the CAA, finding that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare, and that the combined emissions from motor vehicles cause and contribute to global climate change. This EPA action does not impose any requirements on industry or other entities. However, the findings are a prerequisite to finalizing the GHG emission standards for light-duty vehicles mentioned above.

(2) State Regulations. In June 2005, Governor Schwarzenegger established California's GHG emissions reduction targets in Executive Order S-3-05. The Executive Order established the following goals for the State of California: GHG emissions should be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80 percent below 1990 levels by 2050.

California's major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the "Global Warming Solutions Act," passed by the California State legislature on August 31, 2006. This effort aims at reducing GHG emissions to 1990 levels by 2020. The ARB has established the level of GHG emissions in 1990 at 427 MMT of CO_2eq. The emissions target of 427 MMT requires the reduction of 169 MMT from the State's projected business-as-usual 2020 emissions of 596 MMT. AB 32 requires ARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change. The Scoping Plan was approved by ARB on December 11, 2008, and includes measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures.[19] Emission reductions that are projected to result from the recommended measures in the Scoping Plan are expected to total 174 MMT of CO_2eq, which would allow California to attain the emissions goal of 427 MMT of CO_2eq by 2020. The Scoping Plan includes a range of GHG reduction actions that may include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. The Scoping Plan, even after Board approval, remains a recommendation. The measures in the Scoping Plan will not be binding until they are adopted through the normal rulemaking process. The ARB rulemaking process includes preparation and release of each of the draft measures, public input through workshops and a public comment period, followed by an ARB Board hearing and rule adoption.

In addition to reducing GHG emissions to 1990 levels by 2020, AB 32 directed ARB and the newly created Climate Action Team (CAT) [20] to identify a list of "discrete early action GHG reduction measures" that can be adopted and made enforceable by January 1, 2010. The measures that would result in a reduction of GHG emissions associated with the proposed project include the Low Carbon Fuel Standard (LCFS), limitation of high GWP use in consumer products, aerodynamic efficiency in

[19] California Air Resources Board. 2008. *Climate Change Proposed Scoping Plan: a framework for change.* October.

[20] CAT is a consortium of representatives from State agencies who have been charged with coordinating and implementing GHG emission reduction programs that fall outside of ARB's jurisdiction.

heavy-duty vehicles, and the tire pressure program. The combination of all early action measures is estimated to reduce State-wide GHG emissions by nearly 16 MMT.[21]

To assist public agencies in the mitigation of GHG emissions or analyzing the effects of GHGs under CEQA, including the effects associated with transportation and energy consumption, Senate Bill 97 (SB 97) requires the Governor's Office of Planning and Research (OPR) to develop CEQA guidelines on how to minimize and mitigate a project's GHG emissions. On April 13, 2009, OPR submitted proposed CEQA guideline amendments to the Natural Resources Agency. The proposed amendments encourage lead agencies to consider many factors in performing a CEQA analysis, but preserve the discretion granted by CEQA to lead agencies in making their own determinations. The Natural Resources Agency adopted the CEQA Amendments on December 30, 2009 and transmitted the Amendments to the Office of Administrative Law on December 31, 2009. The Adopted Amendments will become effective 30 days after Office of Administrative Law completes its review and submits them to the Secretary of State for inclusion in the California Code of Regulations.

SB 375, signed into law on October 1, 2008, is intended to enhance ARB's ability to reach AB 32 goals by directing ARB to develop regional GHG emissions reduction targets to be achieved within the automobile and light truck sectors for 2020 and 2035. ARB must provide emission reduction targets to the State's 18 metropolitan planning organizations (MPOs) by September 30, 2010. ARB will work with the MPOs, including the Metropolitan Transportation Commission (MTC), to align their regional transportation, housing, and land use plans and prepare a "Sustainable Communities Strategy" to reduce the number of vehicle miles traveled in their respective regions and demonstrate the region's ability to attain its greenhouse gas reduction targets. MTC will address the requirements of SB 375 in the next scheduled update of the Regional Transportation Plan in 2013.

(3) Local Policies. The City of San José has the following goals and policies related to the proposed project that would reduce GHG emissions and address global climate change:

- *Air Quality Goal.* Maintain acceptable levels of air quality for the residents of San José and minimize the air pollution produced by new development.
- *Air Quality Policy 1.* The City should take into consideration the cumulative air quality impacts from proposed developments and should establish and enforce appropriate land uses and regulations to reduce air pollution consistent with the region's Clean Air Plan and State law.
- *Air Quality Policy 2.* Expansion and improvement of public transportation services and facilities should be promoted, where appropriate, to both encourage energy conservation and reduce air pollution.
- *Air Quality Policy 3.* The City should urge effective regulation of those sources of air pollution, both inside and outside of San José, which affect air quality. In particular, the City should support Federal and State regulations to improve automobile emission controls.
- *Air Quality Policy 4.* The City should foster educational programs about air pollution problems and their solutions.
- *Air Quality Policy 5.* In order to reduce vehicle miles traveled and traffic congestion, new development within 1,000 feet of an existing or planned transit station should be designed to encourage the usage of public transit and minimize the dependence on the automobile through the application of site design guidelines.

[21] California Air Resources Board. 2007. "ARB approves tripling of early action measures required under AB 32". News Release 07-46. http://www.arb.ca.gov/newsrel/nr102507.htm. October 25.

- *Energy Goal.* Consistent with Sustainable City Strategy Goals, the City should foster development which, by its location and design, reduces the use of non-renewable energy resources in transportation, buildings and urban services (utilities) and expands the use of renewable energy resources.
- *Energy Policy 1.* The City should promote development in areas served by public transit and other existing services. Higher residential densities should be encouraged to locate in areas served by primary public transit routes and close to major employment centers.
- *Energy Policy 2.* Decisions on land use should consider the proximity of industrial and commercial uses to major residential areas in order to reduce the energy used for commuting.
- *Energy Policy 3.* Public facilities should be encouraged to locate in areas easily served by public transportation.
- *Energy Policy 4.* The energy-efficiency of proposed new development should be considered when land use and development review decisions are made. The City's design techniques include provisions for solar access, for siting structures to maximize natural heating and cooling, and for landscaping to aid passive cooling protection from prevailing winds and maximum year-round solar access.
- *Energy Policy 5.* The City should encourage owners and residents of existing developments to implement programs to use energy more efficiently in buildings and in their transportation choices, to reduce dependency on automobiles, and to explore alternative energy sources.
- *Energy Policy 9.* The City should encourage the development of renewable energy sources and alternative fuels and cooperate with other public and quasi-public agencies in furthering this policy.

The City of San José has adopted a Green Building Policy, which fosters long-term environmental sustainability in public building and development while making green building the standard practice in San José and sustainability as a core value to the community. In October 2008, the City Council adopted the Private Sector Green Building Policy (Policy 6-32) that establishes baseline green building standards for private sector new construction. Policy 6-32 took effect January 1, 2009. The Policy and Draft Ordinance apply to new construction and promote Green Building practices in the design, construction, and maintenance of buildings to minimize the use and waste of energy, water and other resources in the City of San José. Policy 6-32 requires that applicable projects achieve minimum green building performance levels using the Council adopted standards. The proposed Baseball Stadium project is a "commercial project greater than 25,000 square feet" and would be required to achieve a Leadership in Energy and Environmental Design (LEED) Silver rating.[22]

2. Impacts and Mitigation Measures

This section evaluates significant impacts to global climate change that could result from implementation of the proposed project. Mitigation measures are identified as appropriate.

a. Significance Criteria. As mentioned earlier, SB 97 requires OPR to develop CEQA guidelines on how to minimize and mitigate a project's GHG emissions. The Natural Resources Agency adopted the CEQA Amendments on December 30, 2009 and transmitted the Amendments to the Office of Administrative Law on December 31, 2009.

[22] MLB has been working to support and coordinate environmentally-sensitive practices at league facilities, including the reduction of GHG emissions. The Nationals Park in Washington, D.C. is certified LEED Silver, for example, and a new ballpark under construction for the Minnesota Twins is seeking to be certified LEED gold (Prager, Michael, 2009. Fields of Green, Designing Baseball Stadiums with the Environment in Mind, Emagazine (www.emagazine.com), Volume 20, no. 3, May/June).

BAAQMD currently does not have an adopted threshold of significance for GHG emissions. However, BAAQMD is in the process of developing GHG thresholds and held hearings in late 2009 and January 2010. BAAQMD released draft CEQA Air Quality Guidelines in December 2009, which are an update to its current CEQA Guidelines. Approval of the CEQA Guidelines by the BAAQMD Board of Directors, including the draft GHG threshold of significance, has been scheduled for Spring 2010. BAAQMD currently recommends that lead agencies quantify GHG emissions resulting from new development and apply all feasible mitigation measures to lessen the potentially adverse impacts, which the City of San José fully intends to do.

Under the proposed BAAQMD GHG threshold, if a project would result in operational-related greenhouse gas emissions of 1,100 metric tons of CO_2eq a year or more, it would make a cumulatively considerable contribution to greenhouse gas emissions and result in a cumulatively significant impact to global climate change.

The City of San José shares BAAQMD's goals to minimize GHG emissions consistent with AB 32. The City is concerned, however, that the GHG emissions threshold proposed by BAAQMD will inhibit the City's attempts to focus growth in transit-rich urban infill locations by unfairly penalizing large projects that are appropriately located and supported by transit. The City believes that instead of establishing a GHG emissions standard on its own, the BAAQMD should instead direct its resources to participate in the development of a statewide (or potentially federal) threshold for GHG emissions. Consistency across California (or the nation) should be sought rather than a patchwork of inconsistent standards adopted by each air district, recognizing that CEQA is applied across the state, and that GHG emissions are ultimately a cumulative impact issue for the state (and perhaps nation) as a whole.

Individual projects incrementally contribute toward the potential for global climate change on a cumulative basis in concert with all other past, present, and probable future projects. While individual projects are unlikely to measurably affect global climate change, each of these projects incrementally contribute toward the potential for global climate change on a cumulative basis, in concert with all other past, present, and probable future projects. This SEIR analyzes whether the project's emissions should be considered cumulatively significant. Accordingly, for purposes of this analysis, the project would result in significant adverse impacts on global climate change if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may exceed 1,100 metric tons of CO_2eq per year.

The City is not in a position to develop a numeric threshold of its own on this more global, or at least national, issue. As discussed above, the City is using the regional BAAQMD draft GHG emissions threshold in an abundance of caution to ensure the public and decision-makers are fully informed of the project's emissions and their relationship to a currently proposed, draft standard proposed by the BAAQMD, even though the City has serious concerns with the GHG emissions threshold itself as noted above. Should BAAQMD ultimately adopt this GHG threshold, this SEIR will have correctly disclosed the project's emissions against that standard.

b. Impact Analysis. The following section provides an evaluation and analysis for the potential impacts of the project for the criterion of significance listed above.

Impact GCC-1: Construction and operation of the project would result in greenhouse gas emissions that would have a significant physical adverse impact and cumulatively contribute to global climate change. (S)

Emissions estimates for the proposed project are discussed below. Development associated with the project would generate GHG emissions, with the majority of energy consumption (and associated generation of GHG emissions) occurring during the project's operation (as opposed to its construction). Typically, more than 80 percent of the total energy consumption takes place during the use of buildings and other facilities and less than 20 percent is consumed during construction.[23]

GHG emissions associated with the project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related vehicular trips and stationary source emissions, such as natural gas used for heating. Recognizing that the field of global climate change analysis is rapidly evolving, the approaches advocated most recently indicate that lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, construction activities, and any other significant source of emissions within the project area.

Greenhouse gas emissions were calculated for the proposed Baseball Stadium in the Diridon/Arena Area based on the assumption of approximately 111 days of usage for the baseball stadium and associated facilities, including 80 home games, 20 special events, and the possibility of 11 playoff games. As noted in the project description, approximately 17,000 square feet of food services, 15,000 square feet of retail, and 60,000 square feet of office space are assumed to operate on a year-round basis.

It should be further noted that the project involves construction and operation of a baseball stadium to accommodate the relocation of an existing major league team, so, to a certain extent, existing GHG emissions would be relocated, as discussed in more detail below. Put another way, the A's play currently in Oakland, and the emissions associated with their current operations in Oakland are now contributing to climate change. What is relevant is the incremental increase in GHG emissions that would result from the A's relocating to a new stadium in San Jose.

Construction Activities. Construction activities, such as demolition, site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew would produce combustion emissions from various sources. During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

[23] United Nations Environment Programme (UNEP), 2007. *Buildings and Climate Change: Status, Challenges and Opportunities*, Paris, France.

Project construction is anticipated to commence in the Spring of 2011, and the opening day for the proposed baseball stadium is anticipated in April 2014. Precise construction timelines are not known, and a development timeline calculator was used to estimate the timeline of each of the individual construction phases.[24] Using the URBEMIS 2007 model, it is estimated that the total project construction emissions would be approximately 4,222 metric tons of CO_2.

Transportation. Transportation associated with the project would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips. Transportation is the largest source of GHG emissions in California and represents approximately 38 percent of annual CO_2 emissions generated in the State. For land use development projects, vehicle miles traveled (VMT) and vehicle trips are the most direct indicators of GHG emissions associated with the project. CO_2 and CH_4 emissions were estimated using trip generation data[25] and EMFAC 2007 emission factors; estimates of N_2O were based on EPA emission factors. Transportation-related GHG emissions are already occurring while the A's play in Oakland, and so to a certain extent this would be a relocation of those existing emissions. The proposed stadium location is a transit-rich location in the South Bay and San José that is currently served by Caltrain, LRT and bus operations and would be served in the future by proposed BART and High Speed Rail (see related Cumulative Impacts discussion in Chapter 5 concerning existing and planned transit in the Diridon Area). While this project would relocate a percentage of existing transportation-related emissions from the Oakland Coliseum, it is difficult to accurately quantify this percentage; therefore, this analysis does not subtract existing emissions. This analysis conservatively assumes that all project-related emissions are net "new" emissions.

Electricity and Natural Gas. Buildings represent 39 percent of United States primary energy use and 70 percent of electricity consumption.[26] Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. The project would increase the demand for electricity and natural gas; annual consumption was estimated using information from the Energy Information Administration. PG&E provides electricity and natural gas service to the City of San José; therefore, PG&E emission factors were used to estimate total CO_2 emissions. Emission factors for CH_4 and N_2O from ARB's Local Government Operations Protocol were used for calculating CH_4, and N_2O emissions related to electricity use. PG&E emission factors were also used to estimate CO_2eq emissions from natural gas usage. These would be largely net new GHG emissions as the new stadium is operated. While there could be a reduction in the existing GHG emissions from reduced use of the Oakland Coliseum, it is difficult to predict; therefore, this analysis assumes no change in Coliseum electricity and natural gas GHG emissions if/when the A's are no longer an occupant.

Water Use. California's water conveyance system is energy intensive. Water-related energy use consumes 19 percent of California's electricity every year.[27] Energy use and related GHG emissions are based on water supply and conveyance, water treatment, water distribution, and wastewater

[24] San Joaquin Valley Air Pollution Control District, 2008. Development Timeline Calculator. Available at http://www.valleyair.org/ISR/ISRResources.htm. While the calculator was developed for the Indirect Source Review program in the San Joaquin Valley, it is not location-specific and is applicable to projects located in other areas. Outputs are designed to be used in URBEMIS 2007.

[25] Hexagon Transportation Consultants, Inc., 2010. San José Ballpark Supplemental Traffic Impact Analysis. January 8.

[26] United States Department of Energy. 2003. *Buildings Energy Data Book.*

[27] California, State of, 2005. California Energy Commission. California's Water-Energy Relationship. November.

treatment. Each element of the water use cycle has unique energy intensities (kilowatt hours [kWh]/million gallons). Recognizing that the actual energy intensity in each component of the water use cycle will vary by utility, the California Energy Commission (CEC) assumes that approximately 3,950 kWh per million gallons are consumed for water that is supplied, treated, consumed, treated again, and disposed of in Northern California. GHG emissions related to water usage are included in the electricity estimates. The water supply assessment (WSA) for the proposed project estimated the water demand to be approximately 165 acre-feet per year.[28] These would be net new GHG emissions as the new stadium is operated. This analysis assumes no change in Oakland Coliseum GHG emissions associated with water use if/when the A's are no longer an occupant.

Other GHG Sources. The project may emit HFCs from leakage and service of refrigeration and air conditioning equipment and from disposal at the end of the life of the equipment. However, the details regarding refrigerants to be used within the project site are unknown at this time because the project is still in the conceptual design phase. PFCs and SF_6 are typically used in industrial applications, none of which is anticipated to be used within the project site. URBEMIS 2007 was used to estimate CO_2 emissions related to other area sources, including landscape equipment emissions. These would be net new GHG emissions as the new stadium is operated. This analysis assumes no change in Oakland Coliseum GHG emissions associated with other GHG sources if/when the A's are no longer an occupant.

The proposed project could result in the removal of 45 ordinance-sized trees on the project site. Tree removal would result in a loss of carbon sequestration in the project area. Carbon sequestration is the process through which GHGs are absorbed by trees, plants and crops through photosynthesis, and stored as carbon in biomass (tree trunks, branches, foliage and roots) and soils.[29] A mature tree can absorb carbon dioxide at a rate of 48 pounds per year.[30] Removal of trees on the project site would result in a temporary loss of carbon sequestration of approximately 1 ton per year. As trees are removed, there would be an interim loss of carbon sequestration and cooling due to loss of shading of the mature trees. However, the proposed project is required to develop landscape plans in conformance with City of San José Landscape and Irrigation Guidelines and City of San José Planning Department specifications. The City requires tree replacement for trees greater than 18 inches in diameter with 24-inch box trees at a ratio of 4:1 (trees planted to trees removed). Tree removal and replacement, including implementation of mitigation measures discussed in Chapter V.F, Biological Resources of the certified EIR, would not have a significant negative effect on GHG emissions.

As shown in Table IV.C-4, motor vehicle emissions are the largest source of GHG emissions at approximately 77 percent of the total project emissions. Energy use, including electricity and natural gas, are the next largest category at a combined 23 percent of CO_2eq emissions.

[28] Dunbar, Nicole, 2006. San José Baseball Stadium Water Supply Assessment.

[29] U.S. EPA, 2009. Carbon Sequestration in Agriculture and Forestry. http://www.epa.gov/sequestration/faq.html. December 30.

[30] McAliney, Mike, 1993. Arguments for Land Conservation: Documentation and Information Sources for Land Resources Protection, Trust for Public Land, Sacramento, CA, December.

Table IV.C-4: Baseball Stadium GHG Emissions

	Emissions (Metric Tons Per Year)				
Emission Source	**CO_2**	**CH_4**	**N_2O**	**CO_2eq**	**Percent of Total**
Vehicles	9,977	0.310	1.000	10,282	77
Electricity Production	1,940	0.12	0.046	1,957	15
Natural Gas Combustion	1,167	0.023	0.022	1,200	9
Other Area Sources	0.23	--	--	0.23	0
Total Annual Emissions	13,084	0.450	1.100	13,439	100

Note: Column totals may vary slightly due to independent rounding of input data.
-- Estimates not available for this pollutant and/or category.
Source: LSA Associates, Inc., January 2010.

Annual emissions of operational-related GHGs for the proposed project are estimated at 13,439 metric tons of CO_2eq per year and exceed the proposed BAAQMD significance threshold of 1,100 metric tons of CO_2eq per year; therefore, the project's impact on GHG emissions would be significant.

The following mitigation measure would reduce GHG emissions:

> Mitigation Measure GCC-1: To lessen the project's GHG emissions and potential impact on climate change, measures shall be implemented to lessen the impacts, although the measures would not reduce the impact to a less than significant level. Unless determined to be infeasible by the City, the following measures shall be incorporated into the design and construction of the project:
>
> ***Construction and Building Materials***
>
> - Use locally produced and/or manufactured building materials of at least 10 percent for construction of the project;
> - Recycle/reuse at least 50 percent of demolished construction material; and
> - Use "Green Building Materials," such as those materials which are resource efficient, and recycled and manufactured in an environmentally friendly way.
>
> ***Energy Efficiency Measures***
>
> - Design, construct and operate all newly constructed and renovated commercial structures, including the Baseball Stadium as certified to "LEED Silver" or higher per the City of San José (Policy 6-32, effective October 7, 2008);
> - Design buildings to facilitate use of solar energy for electricity, water heating and/or space heating/cooling;
> - Provide a landscape and development plan for the project that takes advantage of shade, prevailing winds, and landscaping;
> - Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems;
> - Install light colored "cool" roofs and cool pavements;
> - Install energy efficient heating and cooling systems, appliances and equipment, and control systems; and

- Install energy-efficient, solar or light emitting diodes (LEDs) for outdoor lighting, as appropriate.

Water Conservation and Efficiency Measures

- Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include the following, plus other innovative measures that might be appropriate:
  - Create water-efficient landscapes within the development, including drought tolerant landscaping;
  - Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;
  - Design buildings to be water-efficient. Install water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets and waterless urinals;
  - Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff; and
  - Install a separate, non-potable distribution system (i.e. "purple pipe") to accommodate the use of recycled water for landscape irrigation needs of large areas with irrigated landscaping.

Transportation and Motor Vehicle Measures

- Develop a transportation demand management (TDM) program that includes trip reduction components such as free transit passes, a dedicated employee transportation coordinator, and carpool matching program;
- Provide transit facilities (e.g., bus bulbs/turnouts, benches, shelters);
- Provide bicycle lanes and/or paths, incorporated into the proposed street systems and connected to a community-wide network; and
- Provide sidewalks and/or paths, connected to adjacent land uses, transit stops, and/or community-wide network.

The extent to which Mitigation Measure GCC-1 would reduce GHG emissions has not been determined at this time. The BAAQMD draft Air Quality Guidelines contain ranges of reductions that would be anticipated for each individual measure. For example, providing transit service to a proposed project could reduce transportation-related GHG emissions by 0 to 15 percent. In addition, the proposed project would include a variety of features to meet LEED certification requirements; therefore, the emission benefits associated with this measure cannot be accurately estimated. The individual measures included within Mitigation Measure GCC-1 would reduce construction and operational-related GHG emissions below the numbers presented in Table IV.C-4. While implementation of the Mitigation Measure GCC-1 would reduce GHG emissions and the severity of the impact on global climate change, no additional mitigation measures are available to reduce this impact to a less-than-significant level. This impact is considered significant and unavoidable. (SU)

3. Impacts to the Proposed Project from Global Climate Change

The climate in the San Francisco Bay Area is Mediterranean with rainy, mild winters November through March and warm, sunny and nearly dry summers, April through October. It is uncertain how the local or regional climate might change over time as a result of global climate change. Local temperatures could increase over time as a result of global climate change with or without the development envisioned by the proposed project. This increase in temperature could lead to other climate effects, including, but not limited to, increased flooding due to increased precipitation and runoff, and a reduction in the Sierra snowpack. At present, the extent of climate change impacts is uncertain, and more extensive monitoring of runoff and snowpack is necessary for an understanding of pending changes in hydrologic patterns. Studies indicate that increased temperatures could result in a greater portion of peak streamflows occurring earlier in the spring, with decreases in late spring and early summer.[31] These changes could have implications for water supply, flood management, and ecosystem health.

a. Temperature Increase. The latest projections, based on state-of-the art climate models, indicate that temperatures in California are expected to rise 3 to 10.5°F by the end of the century.[32] Because GHGs persist for a long time in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere cannot be tied to a specific point of emission.

The primary effect of global climate change has been a rise in the average global temperature. The impact of human activities on global climate change is readily apparent in the observational record. For example, surface temperature data show that 11 of the 12 years from 1995 to 2006 rank among the 12 warmest since 1850, the beginning of the instrumental record for global surface temperature.[33] Climate change modeling shows that further warming could occur, which would induce additional changes in the global climate system during the current century. Changes to the global climate system, ecosystems, and the environment of California could include, but are not limited to:

- The loss of sea ice and mountain snow pack, resulting in higher sea levels and higher sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures;
- Rise in global average sea level primarily due to thermal expansion and melting of glaciers and ice caps in the Greenland and Antarctic ice sheets;
- Changes in weather that include widespread changes in precipitation, ocean salinity, and wind patterns, and more energetic aspects of extreme weather, including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones;
- Decline of the Sierra Nevada snowpack, which accounts for a significant amount of the surface water storage in California, by 70 percent to as much as 90 percent over the next 100 years;

[31] United States Global Change Research Program. 2001. Climate Change Impacts on the United States: The Potential Consequences of Climate Variability and Change.

[32] California Climate Change Center, 2006. *Our Changing Climate. Assessing the Risks to California.* July.

[33] California, State of. California Energy Commission's Public Interest Energy Research Program, 2008. *The Future is Now: An Update on Climate Change Science, Impacts, and Response Options for California.* September.

- Increase in the number of days conducive to ozone formation by 25 to 85 percent (depending on the future temperature scenario) in high ozone areas of Los Angeles and the San Joaquin Valley by the end of the 21st century; and
- High potential for erosion of California's coastlines and seawater intrusion into the Delta and levee systems due to the rise in sea level.

b. Precipitation and Water Supply. Global average precipitation is expected to increase overall during the 21st century as the result of climate change, but will vary in different parts of the world. However, global climate models are generally not well suited for predicting regional changes in precipitation because of the scale of regionally important factors, such as the proximity of mountain ranges, that affect precipitation.[34]

Most of California's precipitation falls in the northern part of the State during the winter. A vast network of man-made reservoirs and aqueducts capture and transport water throughout the State from northern California rivers, as the greatest demand for water comes from users in the southern part of the State during the spring and summer.[35] The current distribution system relies on Sierra Nevada mountain snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

Some models predict drier conditions and decreased water flows, while others predict wetter conditions in various parts of the world. If heat-trapping emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent over the next 100 years.

The extent to which various meteorological conditions will impact groundwater supply is unknown. Warmer temperatures could increase the period when water is on the ground by reducing soil freeze. However, warmer temperatures could also lead to higher evaporation or shorter rainfall seasons, shortening the recharge season. Warmer winters could increase the amount of runoff available for groundwater recharge. However, the additional runoff would occur at a time when some basins, particularly in Northern California, are being recharged at their maximum capacity.

Where precipitation is projected to increase in California, the increases are focused in Northern California. However, various California climate models provide mixed results regarding changes in total annual precipitation in the State through the end of this century; therefore, no conclusion on an increase or decrease can be drawn. Considerable uncertainties about the precise effects of climate change on California hydrology and water resources will remain until there is more precise and consistent information about how precipitation patterns, timing, and intensity will change.[36]

The San José Water Company supplies water to the project area, and is an investor owned public utility that serves over 1 million people in the greater San José metropolitan area. The San José Water

[34] IPCC, 2007. Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the IPCC.

[35] California Climate Change Center, 2006. *Our Changing Climate. Assessing the Risks to California.* July.

[36] California, State of. Department of Water Resources, 2006. *Progress on Incorporating Climate Change into Management of California's Water Resources.* July.

Company provides water from three major sources: (1) Groundwater pumped from the Santa Clara Groundwater Basin; (2) Surface water imported from the Sacramento-San Joaquin Delta and purchased from the Santa Clara Valley Water district; and (3) Local mountain surface water collected on our watershed in the Santa Cruz Mountains. The San José Water Company is a signatory to the Memorandum of Understanding (MOU) with the California Urban Water Conservation Council (CUWCC), which was created to increase efficient water use statewide through partnerships among urban water agencies, public interest organizations, and private entities. The MOU pledges support to develop and implement 14 comprehensive Best Management Practices in conservation. Continued conservation efforts are necessary to ensure that water supply will be available in future years. The Water Supply Assessment indicated that sufficient water supply is available for the proposed project.[37]

c. **Sea Level Rise.** Rising sea level is one of the major areas of concern related to global climate change. Two of the primary causes for a sea level rise are the thermal expansion of ocean waters (water expanding as it heats up) and the addition of water to ocean basins by the melting of land-based ice. From 1961 to 2003, global average sea level rose at an average rate of 0.07 inches per year, and at an accelerated average rate of about 0.12 inches per year during the last decade of this period (1993 to 2003).[38] Over the past 100 years, sea levels along California's coasts and estuaries have risen about seven inches.[39]

Sea levels could rise an additional 22 to 35 inches by the end of the century as global climate change continues.[40] Although these projections are on a global scale, the rate of sea level rise along California's coast is relatively consistent with the worldwide average rate observed over the past century. Therefore, it is reasonable to assume that changes in worldwide sea level rise will also be experienced along California's coast.[41]

Sea level rise of this magnitude would increasingly threaten California's coastal regions with more intense coastal storms, accelerated coastal erosion, threats to vital levees, and disruption of inland water systems, wetlands and natural habitats. Rising sea levels and more intense storm surges could increase the risk for coastal flooding. The San Francisco Bay Conservation and Development Commission (BCDC) employed geographic information system software to identify the shoreline areas likely to be most impacted by a one meter rise in sea level.[42] The map of South San Francisco Bay shows that the proposed project would not be in a location that would be affected by a one meter rise in sea level.[43]

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[37] Dunbar, Nicole, 2006. San José Baseball Stadium Water Supply Assessment.

[38] California, State of. California Energy Commission's Public Interest Energy Research Program, 2008. *The Future is Now: An Update on Climate Change Science, Impacts, and Response Options for California.* September.

[39] Ibid.

[40] California Climate Change Center, 2006. *Our Changing Climate. Assessing the Risks to California.* July.

[41] California, State of. Department of Water Resources, 2006. *Progress on Incorporating Climate Change into Management of California's Water Resources.* July.

[42] California, State of. San Francisco Bay Conservation and Development Commission, 2009. Climate Change website. http://www.bcdc.ca.gov/planning/climate_change/climate_change.shtml.

[43] Ibid.

d. Water Quality. Water quality depends on a wide range of variables such as water temperature, flow, runoff rates and timing, waste discharge loads, and the ability of watersheds to assimilate wastes and pollutants. Climate change could alter water quality in a variety of ways, including higher winter flows that reduce pollutant concentrations (through dilution) or increase erosion of land surfaces and stream channels, leading to higher sediment, chemical, and nutrient loads in rivers. Water temperature increases and decreased water flows can result in increasing concentrations of pollutants and salinity. Increases in water temperature alone can likely to lead to adverse changes in water quality, even in the absence of changes in precipitation.

Land and resource use changes can have impacts on water quality comparable to or even greater than those from global climate change. The net effect on water quality for rivers, lakes, and groundwater in the future is dependent not just on climate conditions, but also on a wide range of other human actions and management decisions. Therefore, the specific impact to the proposed project is unknown at this time.

V. CEQA-REQUIRED ASSESSMENT CONCLUSIONS

V. CEQA-REQUIRED ASSESSMENT CONCLUSIONS

As required by CEQA, this chapter discusses the following types of impacts that could result from development of the modified project, as compared to the development scenario evaluated in the Baseball Stadium in the Diridon/Arena Area Draft EIR: growth-inducing impacts; significant irreversible changes; cumulative impacts; effects found not to be significant; and significant unavoidable effects.

A. GROWTH INDUCEMENT

A project is considered growth-inducing if it would: directly or indirectly foster economic or population growth or the construction of additional housing; if it would remove obstacles to population growth or tax community service facilities to the extent that the construction of new facilities would be necessary; or if it would encourage or facilitate other activities that cause significant environmental effects.[1]

The project site is located within the City and would not result in an expansion of urban services or the pressure to expand beyond the City's existing Sphere of Influence. Construction of the modified project would not open additional undeveloped land to future growth or provide expanded utility capacity that would be available to serve future development. Instead, it would facilitate the anticipated revitalization of underutilized land in an existing urban setting that is conveniently served by transit facilities and services. The modified project would not cause any direct population growth and the scale of employment growth would not induce substantial indirect growth in population or employment.

In addition, the proposed project would encourage transit and pedestrian-oriented redevelopment activity and associated growth in the Diridon Area. This would benefit the region by promoting the redevelopment and revitalization of the area with infill development. In addition to benefiting the Diridon Area, the proposed stadium would benefit the Greater Downtown Area as a whole by better connecting the Downtown to the major transit center and by expanding and enhancing entertainment activities within the City.

B. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

An EIR must identify any significant irreversible environmental changes that would be caused by the proposed project being analyzed. Irreversible environmental changes may include current or future commitments to the use of non-renewable resources, or secondary or growth-inducing impacts that commit future generations to similar uses. Irreversible commitments of resources should be evaluated

[1] *CEQA Guidelines*, 2005, Section 15126.2(d).

to assure that such current consumption is justified.[2] The *CEQA Guidelines* describe three categories of significant irreversible changes that should be considered, as further detailed below.

1. Changes in Land Use Which Would Commit Future Generations

As described throughout the certified EIR, a Baseball Stadium in the Diridon/Arena Area Project would allow for the redevelopment and intensification of land uses in an area that is underutilized. This land use change would occur in the form of infill development of urbanized parcels that have been developed since the late 1800s. In the same manner that the current uses and structures are being proposed for redevelopment after years of usefulness, so too could a baseball stadium undergo renovation or change after another 50 to 100 years. In this way, the modified project, like the 2006 Stadium Proposal would commit 2 to 3 generations to this land use change. Such a commitment would not constitute a significant adverse effect.

2. Irreversible Changes From Environmental Actions

The loss of two historic structures from the project site and the alteration of the character of an adjacent historic structure would result in a significant irreversible change in the environment under either the 2006 Stadium Proposal or the modified project. As discussed in the certified EIR, these are significant unavoidable impacts of the proposed project.

The only other irreversible changes to the physical environment that could occur as a result of a project like this one would stem from the accidental release of hazardous materials associated with development. However, compliance with hazardous materials regulations and policies, and the remediation of existing conditions within the project site, as outlined in Chapter V.I, Hazards and Hazardous Materials of the certified EIR, are expected to maintain this potential impact at a less-than-significant level. No other irreversible changes – such as those which might result from construction of a large-scale mining project, a hydroelectric dam project, or other industrial project – would result from development of a baseball stadium.

3. Consumption of Nonrenewable Resources

Consumption of nonrenewable resources includes increased energy consumption, conversion of agricultural lands to urban uses, and lost access to mineral reserves. No agricultural lands would be converted and no access to mining reserves would be lost with construction of either the 2006 Stadium Proposal or the modified project. The project would redevelop underutilized parcels and construct public infrastructure and amenities and expand an entertainment serving district on the western side of the Greater Downtown Area. While this would require additional energy of several types for construction and for on-going use, it would not require the construction of major new lines to deliver energy, and service providers anticipate being able to provide the capacity to serve these levels of development. Furthermore, to the extent that growth throughout San José is partly an expression of regional demand, the redevelopment of existing neighborhoods would represent a more efficient allocation of non-renewable resources than would some other types or patterns of growth.

[2] *CEQA Guidelines*, 2005, Section 15126.2(c).

C. SIGNIFICANT UNAVOIDABLE IMPACTS

Chapter V of the certified EIR for the Baseball Stadium in the Diridon/Arena Area Project identified the following significant unavoidable adverse impacts, which would also result from implementation of the modified project:

- State Route 87 would experience a significant impact from project traffic along two of the analyzed segments; I-280 would experience a significant impact from project traffic along two of the analyzed segments.
- Long-term project-related regional emissions would exceed the BAAQMD thresholds of significance for ozone precursors.
- Traffic noise levels along W. San Fernando Street would exceed the City's short-range noise standards.
- Stadium events would increase the ambient noise level resulting in impacts to nearby residential land uses.
- Construction activities would result in short-term increases in noise.
- Temporary fireworks displays would result in isolated increases in noise.
- Two structures listed on the *City of San José Historic Resources Inventory* as Structures of Merit, the KNTV Broadcast Facility located at 645 Park Avenue and the Sunlite Baking Company building located at 145 South Montgomery Street, which also appear to be candidate City Landmarks and eligible for the California Register, would be demolished.
- The San José Diridon Station, a City landmark listed in the National Register, would sustain indirect impacts due to demolition of adjacent buildings and direct impacts due to the alteration of the character of the Station's setting.
- Nighttime operation of the stadium would increase light and glare in the area and present a nuisance to surrounding land uses.

In addition, as discussed in the various topical sections of Chapter IV of the SEIR, the following significant unavoidable adverse impacts were identified for the modified project:

- I-680 would experience a significant impact from project traffic along one of the analyzed segments and I-880 would experience a significant impact from project traffic along five of the analyzed segments.
- The project option that would utilize vacated right of way by narrowing Park Avenue would include an Amendment to the San Jose 2020 General Plan Transportation Diagram for a reduction in capacity of Park Avenue from four to two lanes in the City's long-term transportation model (CUBE) would result in significant and unavoidable traffic impacts.

The certified EIR also found that in conjunction with other foreseeable projects, the 2006 Stadium Proposal would result in significant unavoidable cumulative impacts to transportation and circulation, air quality, noise, visual resources, light and glare, and historic resources. These significant unavoidable cumulative impacts would also result from the modified project and, in addition, the

modified project would result in the following significant unavoidable adverse impact not previously identified:

- The generation of greenhouse gas emissions, which would represent a cumulatively considerable contribution to climate change impacts.

All other significant impacts associated with the baseball stadium project could be mitigated to a less-than-significant level with implementation of mitigation measures identified in the certified EIR or the SEIR.

D. CUMULATIVE IMPACTS

CEQA defines cumulative impacts as "two or more individual effects which, when considered together, are considerable, or which can compound or increase other environmental impacts." Section 15130 of the *CEQA Guidelines* requires that an EIR evaluate potential environmental impacts when the project's incremental effect is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. These impacts can result from a combination of the proposed project together with other projects causing related impacts. "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects."

When evaluating cumulative impacts, CEQA allows the use of either a list of past, present, and probable future projects, including projects outside the control of the lead agency, or a summary of projections in an adopted planning document. Subsequent to certification of the EIR in 2007, several projects, including the BART Extension to Silicon Valley project proposed by the Valley Transportation Authority (VTA), the California High Speed Rail (HSR) project proposed by the High Speed Rail Authority, and the Diridon Station Area Plan proposed by the City of San José, have advanced to stages where they would now be considered reasonably foreseeable. The list of projects considered in the cumulative analysis of the EIR has been updated to include these projects, which are listed in Table V-1 and shown in Figure V-1. Potentially significant cumulative impacts to which the modified project may contribute are discussed below for each topic evaluated in subsections 4.1 through 4.16 of the Initial Study, Chapter IV of the SEIR, and Chapter V of the certified EIR.

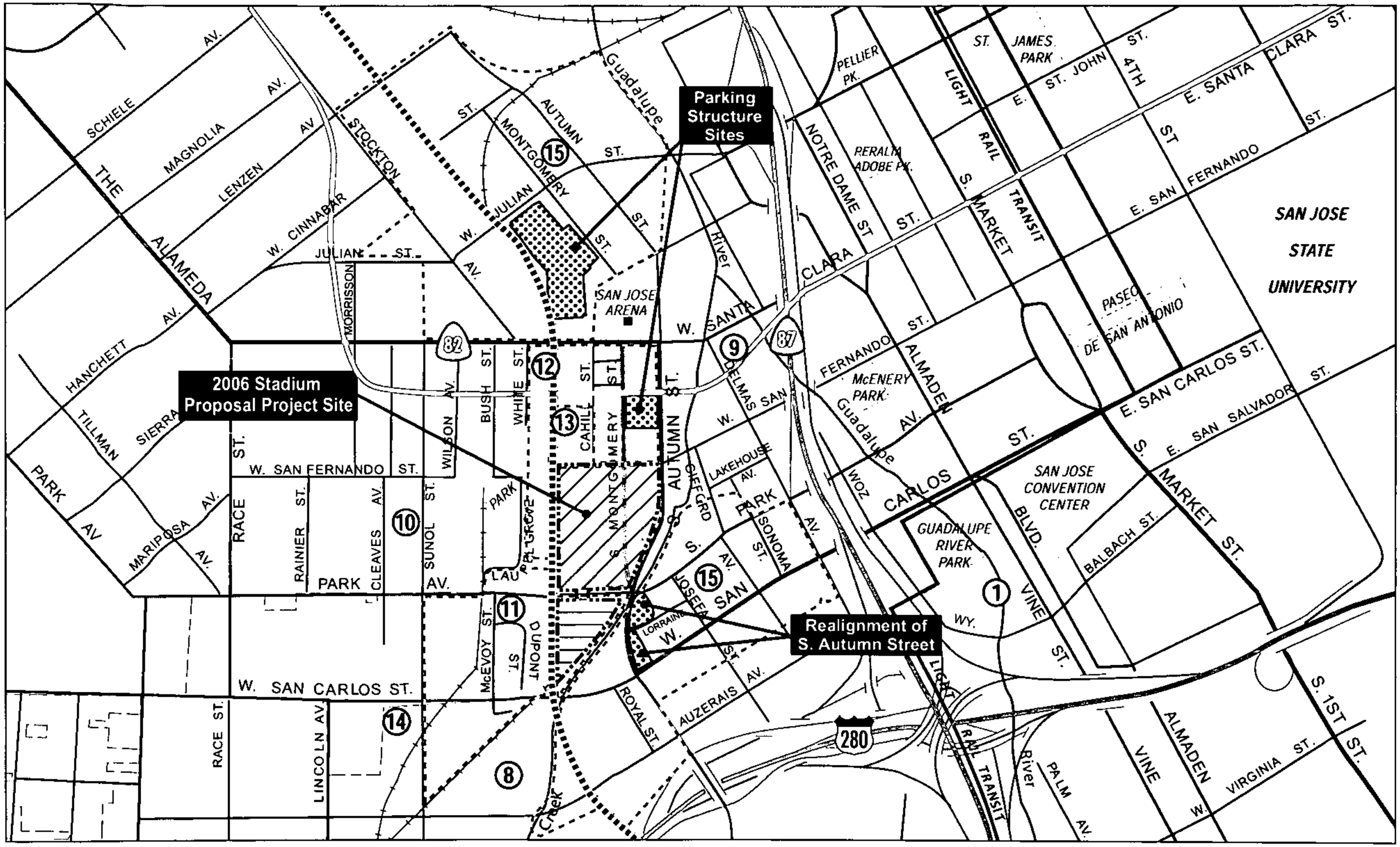
(1) BART Extension to Silicon Valley. The BART to Silicon Valley Project consists of an extension of the existing BART regional heavy rail system to Milpitas, San José and Santa Clara. The BART Extension to Silicon Valley will extend over 16 miles along the existing Union Pacific Railroad alignment south of the planned BART Warm Springs Station in Fremont. When completed, this fully grade-separated project will include: six stations – one in Milpitas, four in San José and one in Santa Clara; a 5-mile tunnel in downtown San Jose; and a new maintenance and storage facility in Santa Clara. The BART extension from Fremont to Warm Springs is now under construction. This project is being managed by the Valley Transportation Authority on behalf of BART. The 5-mile extension to Warm Springs is planned to be complete by 2014.

Table V-1: List of Cumulative Projects (Updated)

Project # (See Figures)	Project Name/Location	Project Size (acres)	Description
1	Downtown San José/Strategy 2000	1,920	Allow for 45,000 jobs, 10,000 dwelling units, 2,500 hotel rooms.
2	Marburg Way at U.S. 101 (GP03-03-16)	3	Δ industrial to residential
3	Berryessa Rd., west of UPRR (GP03-04-08)	13	Δ industrial to residential
4	Murphy Ave., east of Oakland (GP04-04-08)	4	Δ industrial to industrial/commercial
5	Tully Rd. at S. 10th St. (GP02-07-03)	14	Δ public to mixed use
6	Lewis Rd., east of Garden (GP03-07-06)	6	Δ industrial to residential
7	Story Rd. at McLaughlin Ave. (GP04-07-02)	1	Δ industrial to commercial
8	Del Monte Residential Projects (PDC03-071)	11.1	Development of a high density residential project.
9	San José Water Project (PDC02-046)	7.7	Development of a mixed use retail and residential center
10	Cahill South, north of Park Ave. /west of UPRR (PDC00-116)	4	Development of a high density residential project
11	Park Avenue Townhomes, immediately west of UPRR tracks (PDC05-037)	1.9	Development of a mixed use retail and residential project.
12	*High-speed Rail*	*N.A.*	*Development and operation of transportation facilities to provide high speed rail service between northern and southern California.*
13	*Diridon BART Station*	*N.A.*	*Development and operation of transportation facilities to provide BART service to the South Bay, including San José.*
14	*Ohlone Mixed-Use Development*	*8.23*	*Development of a mixed use retail and residential project.*
15	*Diridon Station Area Plan*	*N.A.*	*Entitlement of Diridon Station Area with high density residential uses, mixed use development opportunities and regional transit facilities.*

Notes: Additional projects that weren't reasonably foreseeable in 2005 are shown in *italics*.
Projects #2, 4, 6, 7, 8, 9, 10, and 11 have either been approved or constructed since the cumulative list was prepared, and therefore some projects have also been accounted for in either existing conditions or background conditions, as discussed elsewhere in this SEIR. Project # 3 has been withdrawn. However, to be conservative, the projects in Table V-I continue to be included in this cumulative analysis as a 'worst'-case' cumulative condition, recognizing their environmental effects may have already been considered under existing or background conditions.
N.A. – Not applicable.

Source: City of San José, 2005 and 2010.



LSA

FIGURE V-1

2006 STADIUM PROPOSAL PROJECT SITE

NEW SITES ADDED AS PART OF THE MODIFIED PROJECT

SITE DELETED AS PART OF THE MODIFIED PROJECT

DIRIDON STATION PLANNING AREA

FUTURE BART LINE

FUTURE HIGH SPEED RAIL LINE

NOTE: INDIVIDUAL PROJECT SITE NUMBERS CORRESPOND TO TABLE A-2.

N

0 550 1100
FEET

SOURCE: CSAA, 2005; LSA ASSOCIATES, INC., 2010.

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Baseball Stadium in the Diridon/Arena Area Supplemental EIR

Location of Cumulative Projects (Updated)

The current efforts by VTA are focused on obtaining $900 million in Federal funding for the extension from Warm Springs to Berryessa. This $2 billion, 10-mile project is in final design and is planned to start construction in 2012 and be complete by 2018. The remaining gap in the BART to Silicon Valley project is the 6-mile, $4 billion link from Berryessa to Downtown San Jose, Diridon Station, and Santa Clara (near the Mineta San Jose International Airport). This section includes 5 miles of tunnel construction. The project is at 65 percent design completion, but is "on hold" until construction funding is secured. The financing strategies are based on: improvement in the local economy (sales tax revenues are the source of local BART funds); seeking additional Federal funds (once the Berryessa extension funds are secured); increased Federal funding opportunities for urban transit as part of new Federal transportation policy bill (expected in 2011); and increased BART ridership projections based on connectivity with HSR service at Diridon Station (not accounted for in current BART studies). Overall, the goal is to secure funding to allow the Downtown San Jose BART segment to be complete sometime between 2020 and 2025.

Given how far along VTA is in its planning process, BART is included at a *quantitative* level in this cumulative analysis for the proposed ballpark. One issue still being explored by the VTA is the BART parking structure location, including potentially utilizing the Montgomery/Autumn Street parking structure also being analyzed in this SEIR.

(2) High Speed Rail (HSR). The project-level EIR/Environmental Impact Statement (EIS) for the northern California segment of the HSR that would serve downtown San José is under preparation by the California High-Speed Rail Authority and anticipated to be complete in December 2010. The EIR/EIS for the HSR would address the environmental effects of the project, including noise, vibration, light, and visual impacts of the HSR.

The HSR program-level EIR was decertified by the High Speed Rail Board at the end of 2009 in response to an earlier adverse court ruling. Once the HSR program-level EIR is recirculated, new information will become available concerning options for how the trains might go from Gilroy to San José, and the resulting environmental impacts. For the Diridon Station Area planning process, the HSR Authority is completing an Alternative Analysis Study that will look at seven different alignments to access the Diridon Station. These alignment alternatives include four above-grade and three tunnel options. The HSR Authority has yet to determine which will be carried through the project level EIR/EIS. Once the program-level EIR is re-certified and the project is approved, the project-level EIR/EIS for the various HSR segments can move forward for certification and approval, and that information can be incorporated in the City's planning and environmental review processes. In addition to the alternative alignments at the Diridon Station, the HSR Authority is still considering the amount of parking necessary to support the HSR project at the Diridon Station and the location and design of the parking.

Given how early the HSR Authority is in its design process, HSR can only be considered at a *qualitative* level in this cumulative analysis for the proposed ballpark.

(3) Diridon Station Area Plan. The Diridon Station Area Plan was initiated in June 2009, and will ultimately entail (as yet undefined) General Plan and Zoning Ordinance amendments, as appropriate, to provide a policy and code framework for implementation of the Plan. The Diridon Station Plan study area consists of approximately 240 acres located near the historic center of Downtown San Jose, just west of Highway 87 and the Guadalupe River, and 1.5 miles south of the

Mineta San José International Airport, and centered north-south on the existing Diridon Station as shown in Figure V-1. The Diridon Station Area planning process involves the creation of several scenarios for the appropriate expansion of the existing Diridon Station to embrace possible future BART and HSR, and sets forth recommendations for a land use vision with implementation strategies, and transit-oriented design guidelines. Diridon Station is planned to have enhanced multimodal network connections to support a 24-hour/7-day-a-week commercial and entertainment center as part of the expanded Downtown Core. Already a major transit hub, Diridon Station may become one of the busiest multimodal stations in California and the western region of the United States with the proposed BART extension to Silicon Valley and the proposed HSR project to San Francisco and Los Angeles.

The Diridon Station Area planning process is currently undertaking the following key next steps:

- Work with the team of multi-agency transportation staff and engineers to design an expanded Diridon Station footprint to function with any preferred alignments being explored and provide well-integrated transit functions.
- Refine land use scenarios, and work with stakeholder groups and the larger community to recommend a preferred scenario for confirmation by the City Council.
- Prepare a Draft Plan for public review and comment.
- Prepare an EIR to provide environmental clearance for the Draft Plan and to facilitate subsequent environmental review to support changes to existing policy/regulatory documents, capital improvement projects, and private development proposals subsequently needed to implement the Plan.

Given where the Diridon Station Area planning effort is in its process, it can only be discussed at a *qualitative* level in this cumulative analysis for the proposed ballpark.

Aesthetics. As noted in Chapter V.K, Visual and Aesthetic Resources of the certified EIR and in subsection 4.1 of the Initial Study the alteration of the visual setting and feeling of historic buildings within the project vicinity would cause indirect damage to scenic resources (i.e., Diridon Station) in the area resulting in significant unavoidable visual resources impacts for both the 2006 Stadium Proposal and the modified project. This, in combination with the alteration of other existing visually significant historic structures, would be a significant unavoidable cumulative impact. Also, the modified project would remove ordinance-size trees from the project site (although fewer than the 2006 Stadium Proposal). Ordinance-size trees are considered significant visual resources; however, as discussed below in the biology subsection, the removal of ordinance-size trees would not be a cumulatively considerable impact. No additional mitigation measures, beyond those identified in Chapter V.K, Visual and Aesthetic Resources, of the certified EIR would reduce impacts to historic visual resources to less-than-significant levels.

The modified project, along with cumulative projects, would increase the amount of shade and shadow cast in and around the project site, including shade and shadows that would fall upon Diridon Station, a historic visual resource. While the impact of most shade and shadows would not be cumulatively considerable for the reasons provided in the certified EIR, shade and shadows that fall upon Diridon Station would be a cumulatively considerable significant impact. Implementation of mitigation measures identified in the certified EIR, including Mitigation Measures CULT-2a and

CULT-2b, would reduce the impact on Diridon Station; however, the cumulative impact would remain significant and unavoidable, as it was for the 2006 Stadium Proposal.

The modified project, along with cumulative projects, would increase the amount of light and glare in and around the project site. Implementation of mitigation measures identified in the certified EIR, including Mitigation Measure CUMULATIVE SHADE-1 would reduce the impact; however, the cumulative impact would remain significant and unavoidable, as it was for the 2006 Stadium Proposal.

The modified project in combination with the updated list of cumulative projects, including BART to Silicon Valley, the HSR, and Diridon Station Area Plan would not create additional cumulatively considerable significant impacts beyond those described in the certified EIR. The removal of ordinance-size trees would remain a less-than-significant impact for the reasons provided in the certified EIR, which include the City's requirement to replace trees at a 4:1 ratio. The indirect impacts to a scenic resource (i.e., Diridon Station) and the impacts caused by shade and shadow and light and glare would remain significant and unavoidable.

Agricultural Resources. There are no agricultural resources located on the project site and the modified project would not result in any cumulatively considerable impacts to farmland.

Air Quality. Projects in the San José area that could be under construction simultaneously with the modified project are listed in Table V-1. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction may result in substantial short-term increases in air pollutants. The cumulative construction of projects could contribute to short-term air quality impacts. However, each individual project would be subject to the rules and regulations, and other mitigation requirements during construction that are recommended by the BAAQMD to reduce the cumulative impact of all construction-related emissions to a less-than-significant level.

As noted in Chapter V.D, Air Quality of the certified EIR, the San Francisco Air Basin is currently in non-attainment for PM_{10} and Ozone. Construction and operation of the modified project, in conjunction with other planned developments within the cumulative study area and the subregion, would contribute to the existing non-attainment status. Thus, the modified project, like the 2006 Stadium Proposal, would exacerbate non-attainment of air quality standards within the subregion and air basin and contribute to adverse cumulative air quality impacts. Implementation of mitigation measures identified in the certified EIR, including Mitigation Measure CUMULATIVE AIR-1 would reduce the modified project's cumulative contribution to construction period impacts to a less-than-significant impact. However, the modified project's contribution to cumulative ozone precursor emissions would remain significant and unavoidable, as it was for the 2006 Stadium Proposal.

Biological Resources. As discussed in subsection 4.4 of the Initial Study, the modified project would require the removal of fewer ordinance-size trees than the 2006 Stadium Proposal. The modified project, as well as the updated list of cumulative projects identified in this analysis, would be required to develop landscape plans that conform to City of San José Landscape and Irrigation Guidelines and City of San José Planning Department specifications. The City requires tree replacement for trees greater than 18 inches in diameter with 24-inch box trees at a ratio of 4:1 (trees planted to trees removed). In addition, ordinance-size trees on the project site are located in an urban downtown area

designated for substantial redevelopment. Their removal, with implementation of mitigation measures discussed in the EIR, would represent a less-than-significant cumulative impact. No mitigation measures besides those identified in Chapter V.F, Biological Resources of the certified EIR would be necessary.

Cultural Resources. As discussed in subsection 4.5 of the Initial Study, both the 2006 Stadium Proposal and the modified project could result in the removal of two structures, the KNTV and Sunlite Baking Company buildings, that are considered historical resources under CEQA. In addition, both the 2006 Stadium Proposal and the modified project would alter the character of the setting of the Diridon Station, a City Landmark listed on the National Register. The alteration of the setting and character of a structure listed on the National Register is a significant unavoidable impact that would result from the modified project. These impacts to historic resources would have a cumulatively considerable impact on historic resources within the Diridon Area. The modified project in combination with the updated list of cumulative projects would have the same level of impact as the 2006 Stadium Proposal.

Projects on the updated cumulative project list may also result in the alteration of historic structures. While it is unlikely that the individual impacts associated with these projects and the modified project would combine to create a cumulative impact of greater severity upon any one historic period or type of resource (the BART station, for example, would be underground and its parking structure, if any, is proposed for the same area as the parking structure for the modified project), the cumulative alteration or loss of historic structures within the City, especially the Downtown Area, would be significant. The combined impacts to historic resources that would result from implementation of the modified project and the cumulative projects listed would result in a cumulatively significant loss of historic resources. The modified project, like the 2006 Stadium Proposal, would contribute to that cumulatively significant impact.

No significant unavoidable impacts related to archeological or paleontological resources would result from the modified project. No additional mitigation measures, beyond those identified in Chapter V.J, Cultural and Paleontological Resources of the certified EIR, would reduce impacts to historic resources to a less-than-significant level. The alteration of a historic resource within the project site vicinity would result in a significant unavoidable cumulative impact.

Geology and Soils. Implementation of the modified project in conjunction with other cumulative development would increase the number of people and employees that could be exposed to regional seismic risks in the seismically active San Francisco Bay Area, but this impact would not be significant with incorporation of standard geotechnical mitigation measures, and no other impact related to geology, soils or seismicity would result from the modified project. Construction of some nearby components of the updated list of cumulative projects, such as the underground station for the BART extension, would add new elements to be considered during the site-specific, design-level geotechnical investigations and other mitigation measures (GEO-1, GEO-2, GEO-3, and GEO-4) recommended in the certified EIR, but the impacts would be reduced to less-than-significant levels by the mitigation measures and would not be cumulatively considerable. The changes in the project and the cumulative projects list do not alter the conclusion of the certified EIR, which found that the project would not create cumulatively considerable impacts related to geology, soils and seismicity. No additional mitigation measures besides those identified in Chapter V.G, Geology, Soils and Seismicity of the certified EIR would be necessary.

Hazards and Hazardous Materials. Under both the 2006 Stadium Proposal and the modified project, development of the project site could expose construction workers and/or the public to hazardous materials releases during and following construction activities. Operation of the proposed baseball stadium could also result in the release of hazardous materials. Construction activities at the site as well as operation of the stadium complex and any other businesses at the project site that use, store, or dispose of hazardous materials would be required to comply with federal, State, and local requirements for managing hazardous materials. The transport, storage and use of hazardous materials in accordance with these requirements would apply to the modified project and cumulative projects alike, ensuring that the project would not contribute to a cumulatively considerable impact associated with hazards or hazardous materials. No additional mitigation measures besides those identified in Chapter V.I, Hazards and Hazardous Materials of the certified EIR would be necessary.

Hydrology and Water Quality. Stormwater from the modified project site discharges into Los Gatos Creek, which in turn flows into the Guadalupe River a short distance north of the project site. As noted in the certified EIR, both water bodies are listed as water quality impaired by the RWQCB. The RWQCB has designated Los Gatos Creek as water quality impaired for diazinon (a pesticide); the Guadalupe River has been designated water quality impaired for diazinon and mercury.[3] No use or discharge of these chemicals is proposed as part of the modified project and therefore, like the 2006 Stadium Proposal, the modified project would not result in a cumulatively considerable impact to surface water quality. Construction of the modified project, in addition to other projects, could create an increase in volume of stormwater runoff and sediments carried in the runoff, which would adversely affect the waters of Los Gatos Creek, the Guadalupe River and the San Francisco Bay. However, as noted in the certified EIR, project-level measures required for each of the projects considered in the cumulative scenario, such as compliance with the City's Post-Construction Urban Runoff Management Policy and Santa Clara County's NPDES permit requirements, would be reduce impacts to a less-than-significant level and the project's impact would not be cumulatively considerable. No additional mitigation measures besides those identified in Chapter V.H, Hydrology and Water Quality of the certified EIR would be necessary.

Land Use and Planning. In cumulative impact terms, land use compatibility can be divided into short-term and long-term impacts. Short-term impacts occur during construction and primarily affect existing sensitive land uses, such as hospitals, schools, and residential development near the construction site. These impacts include the noise and dust generated by grading and excavation activities and the use of heavy machinery, and the use of hazardous materials such as solvents. These specific impacts are discussed in greater detail in Chapter V, Sections V.D, Noise; V.E, Air Quality; and V.I, Hazards and Hazardous Materials, of the certified EIR and subsections 4.3, Air Quality, 4.7, Hazards and Hazardous Materials, and 4.11, Noise of the Initial Study.

Locating incompatible land uses within close proximity of one another also creates the potential for long-term conflicts between the two land uses. The General Plan comprises an integrated, internally consistent and compatible statement of the City's official land use policy. The General Plan must always be considered in its entirety with no single policy, principle, standard or plan read and considered in isolation. The modified project, like the 2006 Stadium Proposal, would appear to be

[3] Regional Water Quality Control Board (RWQCB), San Francisco Bay Region, 2003. 2002 CWA Section 303(d) List of Water Quality Limited Segment, Approved by USEPA. July.

consistent with the General Plan when balancing the project overall, as discussed in subsection 4.9 of the Initial Study. The modified project would be generally consistent with existing entertainment-related land uses in the Diridon Area. The development of the stadium does not preclude the development of future transit, including BART and the HSR, as envisioned in planning documents for the Diridon Station Area.[4] As such, operation of the modified project would not result in long-term land use impacts per se. While the modified project, and those cumulative projects listed in Table V-1, would result in land use changes, such changes are generally consistent with the City's goals and policies that are found in the General Plan and *Strategy 2000*. Like the 2006 Stadium Proposal, the modified project, along with the cumulative projects discussed in this analysis would have a less-than-significant cumulative land use impact. No mitigation measures would be necessary for cumulative land use impacts.

Mineral Resources. There are no mineral resources located on the project site and the modified project would not result in any cumulatively considerable impacts to mineral resources.

Noise. Noise levels generated during the construction of the modified project would be the same as those generated during construction of the 2006 Stadium Proposal. Implementation of construction-period Mitigation Measure NOISE-5 as described on page 171 of the EIR would reduce construction noise impacts to a less-than-significant level. Construction noise from the modified project would not make a cumulatively considerable contribution to off-site noise impacts from cumulative projects, which would be occurring at different times and often at widely separated locations. No additional mitigation measures for construction noise besides those identified in Chapter V.E, Noise of the certified EIR would be necessary.

Project-related noise generated by traffic for the modified project would be the same as for the 2006 Stadium Proposal (or slightly less due to the reduced stadium seating capacity) but would still contribute to cumulative traffic noise impacts in the vicinity of the project site when considered in combination with the updated list of cumulative projects including the BART extension and HSR. Implementation of mitigation measures identified in the certified EIR, including Mitigation Measure CUMULATIVE NOISE-1 would reduce the impact; however, the cumulative impact would remain significant and unavoidable, as it was for the 2006 Stadium Proposal.

Noise associated with stadium events such as baseball games, concerts and fireworks displays would contribute to the cumulative ambient noise in the vicinity of the project site. As listed in Table V-1, additional development is planned for the area which will result in additional noise sources typical of urban areas such as night club music, public address systems at restaurants, or noise from people on active streets and from additional transit and train service. Such cumulative noise sources are to be expected in a downtown area as envisioned by the City's *Strategy 2000* plan. The BART and HSR systems would add cumulative operational noise not considered in the certified EIR. Both systems would produce some noise in the project area as trains approach and depart from their respective stations (e.g., horn blowing). Implementation of mitigation measures identified in the certified EIR, including Mitigation Measure CUMULATIVE NOISE-2 would reduce the impact of the modified project; however, the cumulative impact would remain significant and unavoidable, as it was for the 2006 Stadium Proposal.

[4] City of San José, 2009. Diridon Area Specific Plan, Briefing Book for the TOD Technical Assistance Panel, July.

Population and Housing. The modified project would generate fewer jobs on the project site than the 2006 Stadium Proposal, and no housing units. One additional residential unit would be displaced by the modified project. Projects on the updated cumulative projects list would provide both jobs and housing within the project vicinity. While the modified project and cumulative projects would contribute to the number of jobs and households in San José, the increase would not be substantial enough to adversely impact the projected balance between jobs and housing within the City. The changes in the project and the cumulative projects list do not alter the conclusion of the certified EIR, which found that the project would not have a significant cumulative impact on population and housing. No mitigation measures would be necessary for cumulative population, employment, and housing impacts.

Public Services. The modified project, in addition to the projects listed in Table V-1, would increase the demand for police and fire services. As noted in the certified EIR, these services go through an annual budgeting process during which citywide priorities are established and service levels monitored, allowing for adjustment where needed. The cumulative impact to public services and facilities would be less than significant. No mitigation measures would be necessary for cumulative public services and facilities impacts.

Recreation. One potential effect of the 2006 Stadium Proposal is that it would preclude development of the site of the proposed parking structure south of the Park Avenue as a public park. Because the parking structure for the modified project would be constructed on a different site, this effect would not occur under the modified project. Other potential impacts of the project within the cumulative scenario would be unchanged with regards to parks and recreation. Because the impact of the modified project on recreation would be less than that of the 2006 Stadium Proposal the cumulative impact to recreation would remain less than significant. No mitigation measures would be necessary for cumulative recreation impacts.

Transportation, Circulation and Parking. To represent other potential development, buildout of downtown San José as outlined with the *Strategy 2000* plan was assumed. The *Strategy 2000* plan identifies projected levels of development that may occur over the next 20 years in and surrounding the downtown area. The potential development levels were based upon existing parcels that may be developed or redeveloped, but did not identify specific development for individual parcels. Thus, the *Strategy 2000* plan provides for a maximum development thresholds. Trips associated with the projected development were developed with a traffic forecasting model which included future development growth throughout the Bay Area. The trips associated with the *Strategy 2000* projected development were added to the simultaneous-events project scenario to represent cumulative conditions. It should be noted that under the *Strategy 2000* buildout, intensified development was assumed for the stadium site: mostly residential development. This intensified development was not subtracted from the overall level of development modeled here (i.e., this cumulative scenario includes a small component of double-counted trips).

Additionally, trips associated with the planned extension of the BART to San Jose were also included under cumulative conditions. At present, the BART project is further along in its environmental review process than the HSR project and thus detailed information regarding BART's effect on traffic is now available. Therefore, the BART project is included within the cumulative analysis, whereas, the HSR project is not because the necessary environmental studies for the HSR project are only in the preliminary stages of preparation. The detailed information regarding HSR station and parking

facility locations necessary to complete a quantitative analysis of the HSR project under cumulative conditions is not available at this time.

The added trips due to downtown buildout were taken from the *Strategy 2000* study, dated January 7, 2005. Trips for the BART extension were taken from the traffic study completed for the proposed Diridon Station, dated December 23, 2008. These trips were added to the simultaneous-event project scenario to represent cumulative conditions. The cumulative scenario includes the recommended improvements described under project conditions, but does not include any other transportation network improvements. The peak-hour intersection volumes at each study intersection are presented in tabular and graphical forms in the Supplemental Traffic Impact Analysis (TIA), which is included as Appendix C of this SEIR.

(1) Intersection Level of Service Analysis. Tables V-2 and V-3 present the simultaneous-event levels of service summary for the 32,000 and 36,000-seat alternatives, respectively, for each of the three parking options. Under the 1,200-space Montgomery/Autumn Street parking structure option, five intersections would operate worse than LOS D under cumulative conditions for either a 32,000- or 36,000-seat stadium. Under the 1,300 spaces HP Pavilion parking structure option, four and five intersections would operate worse than LOS D under cumulative conditions for a 32,000- or 36,000-seat stadium, respectively. With the elimination of any parking structure as part of the modified project, four intersections would operate worse than LOS D under cumulative conditions for either a 32,000- or 36,000-seat stadium.

All intersections experiencing significant cumulative impacts are within the San José Downtown area and, thus, are exempt from the City's Level of Service policy, therefore, the significant congestion forecast under cumulative conditions, regardless of seating capacity and parking structure option, is acceptable under City policy. These intersections also were shown to operate at LOS E or F in the *Strategy 2000* study. Mitigation measures to address these intersection LOS shortcomings were described in that study and are as follows:

Julian and SR 87 NB Ramps. Implementation of the *Strategy 2000* study improvements that include the addition of exclusive through and right-turn lanes on Notre Dame Street, the addition of an exclusive westbound right-turn lane on Julian Street, and changes to the signal phasing would mitigate the ballpark impact at this intersection under cumulative conditions. The improvements also are part of the Julian Realignment project that is currently being studied.

Autumn Street and Santa Clara Street. The mitigation in the *Strategy 2000* study is the construction of two westbound left-turn lanes. The improvement already has been assumed in this ballpark cumulative analysis, and the Level of Service still is LOS E. Though the intersection of Santa Clara Street and S. Autumn Street is exempt from the City's Level of Service Policy and the project is not required to provide mitigation, there are operational improvements that can be

Table V-2: Cumulative Intersection Levels of Service Summary – 32,000-Seat Stadium

			Cumulative Conditions					
	Background		Montgomery/Autumn Street Parking Structure 1,200 Spaces		HP Pavilion Parking Structure 1,300 Spaces		No Parking Structure	
Intersection	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS
NB SR 87 Ramps and W. Julian St.*	44.0	D	**66.9**	**E**	**66.0**	**E**	**72.3**	**E**
SB SR 87 Ramps and W. Julian St.*	18.9	B	24.3	C	24.8	C	24.0	C
NB SR 87 Ramp and Santa Clara St.*	16.8	B	23.1	C	23.4	C	25.1	C
NB I 280 Ramps and Bird Ave.*	28.9	C	31.0	C	30.9	C	31.1	C
SB I 280 Ramps and Bird Ave.*	36.8	D	37.4	D	36.6	D	36.5	D
S. Autumn St. and Santa Clara St.*	36.3	D	**58.0**	**E**	**74.6**	**E**	48.0	D
Bird Ave and W. San Carlos St.*	37.0	D	**55.2**	**E**	54.9	D	**56.0**	**E**
SR 87 and Woz Way	10.2	B	11.1	B	11.1	B	11.1	B
S. Autumn St. and W. San Fernando St.	11.8	B	45.6	D	44.7	D	43.6	D
Bird Ave. and Auzerais Ave.	27.6	C	31.1	C	31.2	C	31.5	C
Delmas Ave. and Auzerais Ave.	16.4	B	16.5	B	16.5	B	16.5	B
Woz Way and Auzerais Ave.	20.9	C	20.9	C	21.0	C	20.3	C
Delmas Ave. and Park Ave.	26.7	C	**75.0**	**E**	**73.8**	**E**	**79.5**	**E**
Delmas Ave. and W. San Carlos St.	24.3	C	27.6	C	27.6	C	27.8	C
S. Autumn St. and Park Ave.	34.5	C	18.0	B	18.0	B	18.5	B
Woz Way and Park Ave.	22.0	C	25.4	C	25.3	C	26.1	C
Woz Way and W. San Carlos St.	25.4	C	29.1	C	29.0	C	30.0	C
Delmas Ave. and W. San Fernando St.	22.9	C	26.1	C	25.5	C	25.9	C
*Montgomery St. and Santa Clara St. **	27.6	C	**74.3**	**E**	**88.1**	**F**	**76.9**	**E**
Montgomery St. and San Fernando St.	17.2	B	16.2	B	16.2	B	16.2	B
San Carlos St. and Lincoln Ave.	36.7	D	43.0	D	43.0	D	43.0	D
San Carlos St. and Meridian Ave.	42.1	D	47.9	D	47.9	D	47.9	D
*The Alameda and Taylor St./ Naglee Ave.**	36.3	D	46.8	D	46.8	D	46.8	D
*The Alameda and Hedding St. **	29.9	C	32.9	C	32.9	C	32.9	C

Note: Intersections studied in the supplemental analysis but not in the 2006 analysis are shown in italics.
* Denotes CMP intersection.
Note: **Bold** indicates a significant cumulative impact. However, these intersections are located within the Downtown Core and are therefore exempt from the City's Level of Service Policy, and the identified levels of congestion are considered acceptable under that policy.
Source: Hexagon Transportation Consultants, 2010.

Table V-3: Cumulative Intersection Levels of Service Summary – 36,000-Seat Stadium

Intersection	Background		Cumulative Conditions: Montgomery/Autumn Street Parking Structure 1,200 Spaces		Cumulative Conditions: HP Pavilion Parking Structure 1,300 Spaces		Cumulative Conditions: No Parking Structure	
	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS
NB SR 87 Ramps and W. Julian St.*	44.0	D	**74.0**	**E**	**73.0**	**E**	**80.7**	**F**
SB SR 87 Ramps and W. Julian St.*	18.9	B	24.8	C	25.2	C	24.6	C
NB SR 87 Ramp and Santa Clara St.*	16.8	B	25.6	C	25.6	C	29.4	C
NB I 280 Ramps and Bird Ave.*	28.9	C	31.0	C	31.0	C	31.2	C
SB I 280 Ramps and Bird Ave.*	36.8	D	38.7	D	37.7	D	37.6	D
S. Autumn St. and Santa Clara St.*	36.3	D	**59.9**	**E**	**75.4**	**E**	49.1	D
Bird Ave and W. San Carlos St.*	37.0	D	**56.9**	**E**	**56.6**	**E**	**57.8**	**E**
SR 87 and Woz Way	10.2	B	11.1	B	11.1	B	11.1	B
S. Autumn St. and W. San Fernando St.	11.8	B	48.0	D	46.7	D	45.2	C
Bird Ave. and Auzerais Ave.	27.6	C	31.1	C	31.2	C	31.5	C
Delmas Ave. and Auzerais Ave.	16.4	B	16.5	B	16.5	B	16.5	B
Woz Way and Auzerais Ave.	20.9	C	20.2	C	20.3	C	19.4	B
Delmas Ave. and Park Ave.	26.7	C	**81.6**	**F**	**80.2**	**F**	**87.3**	**F**
Delmas Ave. and W. San Carlos St.	24.3	C	27.8	C	27.8	C	28.0	C
S. Autumn St. and Park Ave.	34.5	C	18.0	B	18.1	B	18.6	B
Woz Way and Park Ave.	22.0	C	26.3	C	26.2	C	27.5	C
Woz Way and W. San Carlos St.	25.4	C	30.3	C	30.1	C	31.6	C
Delmas Ave. and W. San Fernando St.	22.9	C	26.6	C	26.0	C	26.4	C
Montgomery St. and Santa Clara St. *	27.6	C	**77.4**	**E**	**90.6**	**F**	**80.1**	**F**
Montgomery St. and San Fernando St.	17.2	B	16.2	B	16.2	B	16.2	B
San Carlos St. and Lincoln Ave.	36.7	D	43.1	D	43.1	D	43.1	D
San Carlos St. and Meridian Ave.	42.1	D	48.4	D	48.4	D	48.4	D
*The Alameda and Taylor St./ Naglee Ave.**	36.3	D	47.8	D	47.9	D	47.9	D
The Alameda and Hedding St. *	29.9	C	33.1	C	33.2	C	33.2	C

Note: Intersections studied in the supplemental analysis but not in the 2006 analysis are shown in italics.
* Denotes CMP intersection.
Note: **Bold** indicates a significant cumulative impact. However, these intersections are located within the Downtown Core and are therefore exempt from the City's Level of Service Policy, and the identified levels of congestion are considered acceptable under that policy.
Source: Hexagon Transportation Consultants, 2010.

implemented to improve operating levels. The addition of a second left-turn lane from northbound S. Autumn Street to westbound Santa Clara Street would improve operating levels of the intersection to LOS D.

Bird Avenue and San Carlos Street. The *Strategy 2000* study showed this intersection to operate at LOS F with downtown buildout, improving to LOS E with the addition of a second northbound to westbound left turn lane. This analysis includes the additional left turn lane as part of the Bird Avenue improvements that will be completed by the project. This analysis shows the same LOS E as the *Strategy 2000* study for this intersection with the improvement. Since LOS E still does not meet the City's LOS D standard, the *Strategy 2000* study includes the following language: "this intersection would continue to operate at an unacceptable level of service during the PM peak hour. The impact at this intersection is significant and unavoidable."

Montgomery Street and Santa Clara Street. The mitigation in the *Strategy 2000* study is the Autumn Street connection to Coleman. This already has been assumed in this ballpark cumulative analysis, and the Level of Service still is LOS F. However, this intersection is located within the Downtown Core and is therefore exempt from the City's Level of Service Policy, and the identified level of congestion is considered acceptable under that policy.

Delmas Avenue and Park Avenue. The mitigation in the *Strategy 2000* study is the addition of a second southbound through lane. This already has been assumed in this ballpark cumulative analysis, and the Level of Service still is LOS F. However, this intersection is located within the Downtown Core and is therefore exempt from the City's Level of Service Policy, and the identified level of congestion is considered acceptable under that policy.

(2) Freeway Analysis. The peak hour traffic volumes for the study freeway segments for cumulative conditions were developed by applying a growth factor to the existing peak hour traffic volumes. The growth factor was calculated utilizing CMP annual data for the years 2004 to 2008. Historical growth along the studied freeway segments indicates a 1 percent average annual growth rate in traffic volumes along the studied freeway segments. Therefore, the 1 percent growth rate was applied to the 2008 CMP freeway segment traffic volumes for a period of ten years.

The freeway segment levels of service under cumulative conditions for the 32,000- and 36,000-seat capacity stadium options are presented in the Supplemental TIA (Appendix C of this SEIR). According to the CMP's definition of significance, each of the project options with each of the three parking scenarios would contribute to a cumulatively significant adverse impact on the following 16 freeway segments:

- SR 87 southbound between Coleman Avenue and Julian Street
- SR 87 southbound between Coleman Avenue and Taylor Street
- SR 87 southbound between Taylor Street and Skyport Drive
- SR 87 southbound between Skyport Drive and U.S. 101
- I-280 eastbound between Saratoga Avenue and Winchester Boulevard
- I-280 eastbound between Winchester Boulevard and I-880

- I-280 eastbound between I-880 and Meridian Avenue
- I-280 eastbound between Meridian Avenue and Bird Avenue
- I-280 eastbound between Bird Avenue and SR 87
- I-280 eastbound between SR 87 and 10th Street
- I-680 southbound between Alum Rock Avenue and McKee Road
- I-880 southbound between Coleman Avenue and SR 87
- I-880 southbound between SR 87 and North 1st Street
- I-880 southbound between North 1st Street and U.S. 101
- I-880 southbound between U.S. 101 and East Brokaw Road
- I-880 southbound between East Brokaw Road and Montague Expressway

Improvements to mitigate significant cumulative impacts on freeway segments are infeasible due to right-of-way constraints and the land use impacts associated with acquiring additional right-of-way as described under project conditions in Section IV.A, Traffic, Circulation and Parking. Therefore, these impacts would be significant and unavoidable.

Utilities and Service Systems. The modified project, and those projects listed in Table V-1, would increase the demand for water service, wastewater service, and other utilities. However, as concluded in the certified EIR for the 2006 Stadium Proposal, given the size of the service area and overall demand, the cumulative impact on utilities would be less-than-significant. In addition, utility service providers maintain long-term projections for demand for their services within the City based on the City's General Plan, and have developed strategies to meet anticipated future demand levels. No mitigation measures would be necessary for cumulative utilities impacts.

The development of the modified project, in addition to the cumulative projects identified in Table V-1, would require connection to electrical and natural gas transmission and distribution systems maintained and served by Pacific Gas & Electric (PG&E). All expansion of electrical or natural gas facilities and services would be undertaken in accordance with Title 24 and the City's General Plan policies related to energy savings. The application of these policies would ensure that the cumulative effect of this development on energy would be less than significant. No mitigation measures would be necessary for cumulative energy impacts.

Summary. In summary, the 2006 Stadium Proposal and the modified project would have significant cumulative impacts on freeway traffic, air quality, noise, and shade as discussed in Section VI of the certified EIR and in the preceding paragraphs of this subsection. All four cumulative impacts (there are two for noise) would be significant and unavoidable for the 2006 Stadium Proposal after implementation of Mitigation Measures CUMULATIVE AIR-1, CUMULATIVE NOISE-1, CUMULATIVE NOISE-2, and CUMULATIVE SHADE-1. The cumulative impacts to air quality and noise would be less for the modified project than for the 2006 Stadium Proposal, because fewer vehicles would drive to and from the site as a result of the reduced stadium seating capacity and thus there would fewer air emissions from vehicles and less noise from traffic. Nevertheless, as described above, the cumulative impacts of the modified project would still be significant and unavoidable, as they would be for the 2006 Stadium Proposal. The modified project would not result in any new

significant impacts to aesthetics, air quality or shade, nor would it increase the severity of impacts analyzed in the certified EIR for the 2006 Stadium Proposal.

Global Climate Change. Climate change and the emission of greenhouse gases (GHG) by the modified project are addressed in Chapter IV. The construction and operation of the modified project would result in GHG emissions that would have a significant physical adverse impact and cumulatively contribute to global climate change. While implementation of Mitigation Measure GCC-1 would reduce GHG emissions and the severity of the impact on global climate change, no additional mitigation measures are available to reduce this impact to a less-than-significant level. This impact is considered significant and unavoidable.

Conclusion. The modified project would have the following cumulatively considerable impacts, as described in the certified EIR and the SEIR:

- The increase in project traffic on SR-87, I-680, I-880, and I-280 would contribute to an increase in freeway traffic in the City;
- The project option that would utilize vacated right of way by narrowing Park Avenue would include an Amendment to the San Jose 2020 General Plan Transportation Diagram for a reduction in capacity of Park Avenue from four to two lanes in the City's long-term transportation model (CUBE) would result in significant and unavoidable traffic impacts;
- Project construction activities and operation would exacerbate non-attainment of air quality standards within the subregion and air basin;
- The increase in noise levels from project-related traffic would contribute to increases in traffic noise in the Downtown Area;
- The loss of two structures listed on the *City of San José Historic Resources Inventory* as Structures of Merit, the KNTV Broadcast Facility located at 645 Park Avenue and the Sunlite Baking Company building located at 145 South Montgomery Street which appear to be candidate City Landmarks and eligible for the California Register;
- The alteration of the setting and feeling of a structure listed on the National Register would substantially damage cultural resources;
- The increase in light and glare from nighttime operation of the stadium would contribute to the amount of light and glare in the area; and
- The generation of greenhouse gas emissions, which would represent a cumulatively considerable contribution to climate change impacts.

These effects constitute significant cumulative impacts. In all other environmental topical areas, the project's contribution would be reduced or eliminated by project mitigation measures to the point that the project would not contribute considerably to any other significant cumulative impacts.

VI. ALTERNATIVES

VI. ALTERNATIVES

The *CEQA Guidelines* require analysis of a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the project's basic objectives and avoid or substantially lessen any of the significant effects of the project. The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.[1] The Baseball Stadium in the Diridon/Arena Area project has been described and analyzed in the certified EIR and in this SEIR with an emphasis on significant impacts and recommended mitigation measures to avoid these impacts. The following discussion is intended to inform the public and decision-makers of feasible alternatives to the proposed modified project.

The objectives of the proposed project are an important part of the context for evaluating alternatives to the proposed project. The City of San José's primary objective is the construction of a downtown baseball stadium in the event that Major League Baseball revises the territory for the A's baseball team. All other objectives remain the same as identified in the certified EIR, except the target stadium seating capacity, which is reduced from 45,000 seats; the modified project would have a maximum seating capacity of up to 36,000 (the lowest maximum seating capacity would be 32,000).

As discussed earlier in this SEIR, the proposed project includes options for seating capacity (32,000 up to 36,000 seats), and parking structure size and location options, including not constructing a parking garage. As disclosed in this SEIR, the various seating and parking options do not translate to a difference in the number and severity of the project's significant environmental impacts. Therefore, the City Council and other decision-makers can choose among the various seating and parking options, and this SEIR need not consider alternatives to those specific options, other than the alternatives to the overall project itself, as discussed in more detail below.

Additionally, while the project, as discussed in the Cumulative Impacts chapter, would make a cumulatively considerable contribution to several local intersection cumulative traffic impacts, all of the affected intersections are located within the Downtown Core Area, meaning they are exempt from the Level of Service Policy, and therefore, the following alternatives discussion need not consider alternatives that avoid the project's contribution to the local intersection cumulative impacts.

Finally, the project also includes an option to narrow Park Avenue from four to two lanes and use the vacated right of way to provide additional site area for the ballpark. The narrowing of Park Avenue would entail an Amendment to the San Jose 2020 General Plan Transportation Diagram to reflect two rather than four lanes. As discussed previously in this SEIR, the reduction in capacity of Park Avenue from four to two lanes would result in significant and unavoidable impacts in the City's long-term transportation model (CUBE). Therefore, this SEIR discloses that the option to develop the ballpark using vacated Park Avenue right of way would result in significant environmental impacts that would be avoided by not narrowing Park Avenue and using the available site area discussed in the 2007 EIR

[1] *CEQA Guidelines*, 2006, Section 15126.6.

and as discussed in this SEIR. Given that the two site options (original site area, and expanded site area utilizing narrowed Park Avenue right of way) are discussed equally and thoroughly throughout this SEIR, there is no further discussion in this Alternatives chapter of the environmental choices inherent in deciding whether to proceed with either option.

Should the City Council choose to approve the ballpark option that entails a narrowed Park Avenue, the City Council would need to conclude, based on substantial evidence, that developing the ballpark without the additional Park Avenue right of way was infeasible, and that the benefits of the ballpark outweighed the significant environmental impacts, including those to the City's long-term transportation network that would result from a narrowed Park Avenue. Additional information that could serve as substantial evidence may be introduced once a specific ballpark design has been presented to the City. Therefore, the feasibility of the project option to construct the ballpark without utilizing a narrowed Park Avenue is currently unknown and will be determined prior to a decision to implement a specific ballpark design.

A. DESCRIPTION OF ALTERNATIVES

Seven alternatives were analyzed in Chapter VII of the certified EIR. Among these, the No Development, Existing Plan and Submerged Stadium alternatives and three of the four location alternatives (FMC/Coleman Avenue Location, Berryessa Flea Market Location, and Reed and Graham Location) remain feasible. The Del Monte Location alternative is no longer feasible because the site has been developed with a residential project. This chapter briefly discusses the alternatives to the modified project that remain feasible. The alternatives as proposed in 2006 include:

The **No Development** alternative would involve the multi-parcel site remaining physically as it presently is. The multiple-block site would maintain its commercial, light industrial, transportation, utility and office uses. The fire training center south of Park Avenue would continue to operate in its current location. Autumn Street would maintain its current alignment, and Otterson and Montgomery Streets would not be vacated. Note that elements of the modified project, such as the modification of the intersection of S. Autumn Street and S. Montgomery Street with Park Avenue and, if the stadium site were enlarged to the south, the narrowing of Park Avenue, would not be implemented under the No Development alternative.

The **Existing Plan** alternative would involve the development of the site in accordance with the development outlined in the Diridon/Arena Strategic Development Plan, the Midtown Specific Plan and the Burbank/Del Monte Neighborhood Improvement Plan. The project site north of Park Avenue would be developed with transit oriented mixed use development. The project site south of Park Avenue would be developed with a public park.

The **Submerged Stadium** alternative would involve the excavation of the site by 24 to 28 feet to submerge the stadium and achieve a consequent reduction in overall height by the same 24 to 28 feet. The (150 space on-site) parking garage, as proposed in 2006, would also be submerged to a similar level. Pedestrian access to the interior of the stadium facilities would vary from the proposed (at-grade) concept, but this alternative assumes that the remainder of the project's characteristics would not change.

As discussed in the certified 2007 EIR, over the past several years the City of San José has considered many locations for a baseball stadium. **Alternate Locations Considered and Rejected** addresses locations that have been considered by the City, but which do not meet the basic size requirements or other critical project objectives, or which have other fatal flaws. These locations include: San José Water Company, Delmas Avenue and W. Santa Clara Street; Arcadia Property, 2218 Quimby Road; Old Landfill, north of Story Road, east of 12th Street, south of I-280; County Parking/National Guard, 950 N. San Pedro; and Municipal Stadium, 588 E. Alma Avenue/Central Service Yard, 1660 Center Road. As noted above, the Del Monte Location alternative is no longer feasible because it has been developed. No additional potentially feasible sites have been identified that would meet the identified project objectives, including site and location criteria.

In order to most clearly distinguish the trade-off in potential impacts – both *beneficial* and *adverse* – several alternate locations for the project have been selected.

The **FMC/Coleman Avenue Location** alternative evaluates the same development program as the proposed project, but at another location within the City of San José. The FMC/Coleman Avenue Location alternative is an approximately 92.5-acre site bounded by Coleman Avenue to the northeast, Newhall Street to the southeast, Southern Pacifica Railroad lines to the southwest and the jurisdictional boundary of the City of Santa Clara to the northwest. This site was analyzed (for another type of development project) in the EIR prepared for the FMC/Coleman Avenue Planned Development Rezoning (July 2003), and is currently being analyzed for use as an 18,000-seat open-air Major League Soccer stadium to host the San Jose Earthquakes.[2] The San Jose Earthquakes and Oakland A's have a common owner and the possibility of the two teams inhabiting the same sports stadium is discussed in more detail below.

The **Berryessa Flea Market Location** alternative evaluates the same development program as the proposed project, but at another location within the City of San José. The Berryessa Flea Market Location alternative is an approximately 120-acre site at 1590 Berryessa Road, generally south of Chessington Drive and Bellemade Street, north of Maybury Street, west of Caltrain tracks and east of Coyote Creek. This site was analyzed (for another type of development project) in the EIR prepared for the San José Flea Market General Plan Amendment (November 2002).

The **Reed and Graham Location** alternative evaluates the same development program as the proposed project, but at another location within the City of San José. The Reed and Graham Location alternative is an approximately 16-acre site at 854 Savaker Avenue, generally bounded by Los Gatos Creek to the west, I-280 to the south, railroad lines to the west and Savaker Avenue to the north. This site was analyzed as an alternative in the EIR prepared for the KB Home Monte Vista Residential Planned Development Zoning Project (March 2005).

Each alternative is compared to the proposed modified project, and discussed in terms of its various mitigating or adverse effects on the environment to the extent that the analysis is different from that contained in the certified EIR for the 2006 Stadium Proposal. Analysis of the alternatives focuses on those topics for which significant adverse impacts would result from the proposed project.

[2] San Jose, City of, 2009. *Airport West Stadium and Great Oaks Place Project Draft Environmental Impact Report*. Available at: http://www.sanjoseca.gov/planning/eir/EIR.asp. September.

B. ANALYSIS OF ALTERNATIVES

The **No Development** alternative is the circumstance under which the project does not proceed, and the comparison involves the effects of the property remaining in its existing state versus the effects which would occur if the project were implemented. As noted in the certified EIR, while this alternative would be environmentally superior in the technical sense that the impacts associated with the 2006 Stadium Proposal would not occur, it would also fail to achieve any of the project's objectives summarized at the beginning of this chapter. The same conclusion is reached for the modified project. The creation of a baseball stadium in this area as proposed in 2006 or as modified, in the greater downtown area, with access to public transit as well as existing parking, and on an site that could be readily assembled and secured, would be foregone.

The **Existing Plan** alternative would involve the development of the site in accordance with the development outlined in the Diridon/Arena Strategic Development Plan, the Midtown Specific Plan and the Burbank/Del Monte Neighborhood Improvement Plan as described in the certified EIR. As noted in the certified EIR, this alternative would have greater impacts than the proposed project related to traffic and air quality, but it would have fewer impacts related to: land use; population, employment and housing; noise; visual resources; shade/shadow and light/glare. The same conclusion is reached for the modified project. However, it would not meet the City's objectives for the proposed project, which is to develop a Major League Baseball stadium and associated facilities.

The **Submerged Stadium** alternative would involve the excavation of 75 to 80 percent of the site by 24 to 28 feet to submerge the stadium and achieve a consequent reduction in overall height by the same 24 to 28 feet. The parking garage would also be submerged to a similar level. As noted in the certified EIR, this alternative generally represents the next-best alternative after the No Development alternative in terms of the fewest impacts. The Submerged Stadium alternative would have greater short-term impacts than the proposed project and the modified project related to: construction traffic, noise and air quality; hydrology and water quality; and cultural resources. If the HP Pavilion parking option were selected the modified project would have greater short-term impacts related to hazards and hazardous materials than the Submerged Stadium alternative or the 2006 Stadium proposal. The Submerged Stadium alternative would have reduced long-term impacts related to: land use; operational noise; visual resources; shade/shadow and light/glare. It would meet the City's objectives to the same extent as the 2006 Stadium Proposal and the modified project.

Over the past several years the City of San José has considered many locations for a baseball stadium. Some of the locations that have been considered by the City simply do not meet the basic size requirements or other critical project objectives, or which have other fatal flaws. **Alternate Locations Considered and Rejected** were discussed in the certified 2007 EIR. All of the sites were rejected as infeasible for the reasons provided in the certified EIR. In addition, the **Del Monte Location** alternative, previously analyzed in the certified EIR, is no longer feasible because it has been developed for residential use.

In order to most clearly distinguish the trade-off in potential impacts – both *beneficial* and *adverse* – several feasible alternate locations for the project were selected for analysis in the certified EIR. Among these, three alternatives, the FMC/Coleman Avenue Location, Berryessa Flea Market Location, and Reed and Graham Location remain feasible. As noted above, all three alternatives would implement the same development program as the proposed project, but at another location within the

City of San José. Among the alternative locations, the **FMC/Coleman Avenue Location** alternative would generally lead to the fewest impacts. The FMC/Coleman Avenue Location alternative would not have any greater impacts than the 2006 Stadium Proposal or the modified project, and it would have fewer impacts related to: land use; noise; biological resources; cultural resources; visual resources; shade/shadow and light/glare.

Although the FMC/Coleman Avenue Location alternative presents the fewest environmental impacts of the off-site alternatives, the site is currently under consideration for development of a soccer stadium. If development of the soccer stadium does not move forward, this alternative could be feasible. However, if the soccer stadium does move forward, a combined soccer stadium and major league ballpark is not a desirable option. From both a functional and economic perspective, the uses are incompatible. The shapes of the baseball and soccer fields are entirely different, with the soccer field closely resembling the rectangular size and shape of an American football field. A baseball field is essentially a triangle with different dimensions from a soccer field. These two sports require field designs with different patron seating areas and sight lines. Soccer's primary and most expensive seating is mid-field on either side of the field. Baseball's primary seating is focused on the infield and that is where the largest concentration of seating and highest priced seating is also located.

There have been many attempts to develop multipurpose baseball and football stadiums in the past. Based on the problems noted above, these past experiments have not been successful and most multipurpose stadiums have been demolished and replaced with single purpose baseball and football facilities. The Oakland Coliseum, the A's current home, is an example of a multi-purpose facility that is considered by many to be substandard for baseball. A desire for a single-purpose facility has been publicly stated as one of the primary reasons the owner of the A's would like to relocate the team. Further, the City of Oakland has made, and continues to make, attempts to locate a site for a new A's single-purpose baseball stadium in Oakland. As an additional example, the San Francisco Giants left a multi-purpose stadium (Candlestick) for the own single-purpose ballpark. The City Council would determine whether or not this is a feasible alternative when making a decision on the project.

C. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Designation of the environmentally superior alternative can be a complicated task for an in-fill project, proposed for development on a historically urbanized site. The complications revolve around the very definitions of "impacts" as well as the likelihood that some impacts would occur, or continue to occur, if they are already present in the existing condition. Some impacts are forecast to occur under baseline future conditions, with or without the proposed project. Such is the case with the stadium project.

As noted in the Initial Study (Appendix B) for the modified project and the SEIR, the impacts of the modified project would be similar or slightly less than those of the 2006 Stadium Proposal for many topics due to the reduced scale of the stadium proposed as part of the modified project. The overall impact of the 2006 Stadium Proposal and modified project are similar. The No Development alternative is considered the environmentally superior alternative in the strict sense that its implementation would result in the smallest number of and least noticeable environmental impacts of all the scenarios examined (including the 2006 Stadium Proposal and the modified project). To maintain the project site as it is today would avoid each of the significant and unavoidable impacts that would result from the proposed project.

In cases like this where the No Development alternative is technically the environmentally superior alternative, CEQA requires that the second most environmentally superior alternative be identified. Comparison of the environmental impacts associated with each alternative as described above, indicates that each of the other "build" alternatives (i.e., Existing Plan, Alternate Location) would lead to a complex mix of impacts that would be greater and/or lesser than the proposed project, depending on the topic.

As noted in the certified EIR and the preceding section, the Submerged Stadium alternative would generally represent the next-best alternative in terms of the fewest impacts and it would meet the City's objectives to the same extent as the 2006 Stadium Proposal and the modified project. The Existing Plan alternative would come close to the Submerged Stadium alternative in terms of the fewer impacts but it would not meet the City's objectives for the proposed project, which is to develop a Major League Baseball stadium and associated facilities. Among the alternative locations, the FMC/Coleman Avenue Location alternative would generally lead to the fewest impacts; however, as noted above, this off-site alternative may not be feasible given that the site is currently under consideration for development of a soccer stadium. If the soccer stadium project moves forward at this location, the owner of the San José Earthquakes and the Oakland A's has indicated that it would not be feasible to house both teams in a single stadium at this location, as the quality of the game experience would likely be substantially reduced and housing a baseball and soccer team within the same venue may not be functionally feasible. The City Council would determine whether or not this is a feasible alternative when making a decision on the project.

VII. REPORT PREPARATION

VII. REPORT PREPARATION

A. REPORT PREPARERS

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VIII. REFERENCES

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Appendix A

APPENDIX A

NOTICE OF PREPARATION, DISTRIBUTION LIST AND COMMENTS RECEIVED

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement
JOSEPH HORWEDEL, DIRECTOR

NOTICE OF PREPARATION OF A DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE BASEBALL STADIUM IN THE DIRIDON/ARENA AREA

FILE NO:	PP05-214
PROJECT APPLICANT:	San Jose Redevelopment Agency
APN:	259-48-011, -012, -013, -052, -053, -057, -060, -071, -073, and -074; 259-28-041, -043, and -044; 259-38-009, -010, -011, -027, -028, -029, -085, -133, and -141; 259-47-059, -068, and -080; 261-34-020; and 261-35-002, -003, -006, -007, -010, -014, and -027.

As the Lead Agency, the City of San Jose will prepare a Supplemental Environmental Impact Report (SEIR) for the above-referenced project and would like your views regarding the scope and content of the environmental information, which is germane to your agency's statutory responsibilities in connection with the proposed project. This SEIR may be used by your agency when considering approvals for this project.

The project description, location, and probable environmental effects that will be analyzed in the SEIR for the project are attached.

According to State law, the deadline for your response is 30 days after receipt of this notice; however, we would appreciate an earlier response, if possible. Please identify a contact person, and send your response to:

City of San Jose
Attn: Akoni Danielsen
Planning Division
City Hall, 200 East Santa Clara Street, 3rd Floor
San José CA 95113-1905
Phone: (408) 535-7823
e-mail: Akoni.Danielsen@sanjoseca.gov

Joseph Horwedel, Director
Planning, Building and Code Enforcement

Akoni Danielsen
Deputy

Date: 11/17/09

NOTICE OF PREPARATION
OF A
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
FOR THE
BASEBALL STADIUM IN THE DIRIDON/ARENA AREA

November 19, 2009

A. INTRODUCTION

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

A Supplemental Environmental Impact Report (SEIR) is prepared when an EIR has previously been certified and changes are proposed to a project or new information becomes available, which was not known and could not have been known when the EIR was certified, *and* the changes to the project or new information will result in 1) new significant effects, and/or 2) a substantial increase in the severity of previously identified significant effects. The SEIR need contain only the information necessary to make the previous EIR adequate for the project as revised. In this case the EIR being supplemented is the Baseball Stadium in the Diridon/Arena Area EIR, which was certified by the San Jose Planning Commission on February 28, 2007. The SEIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended.

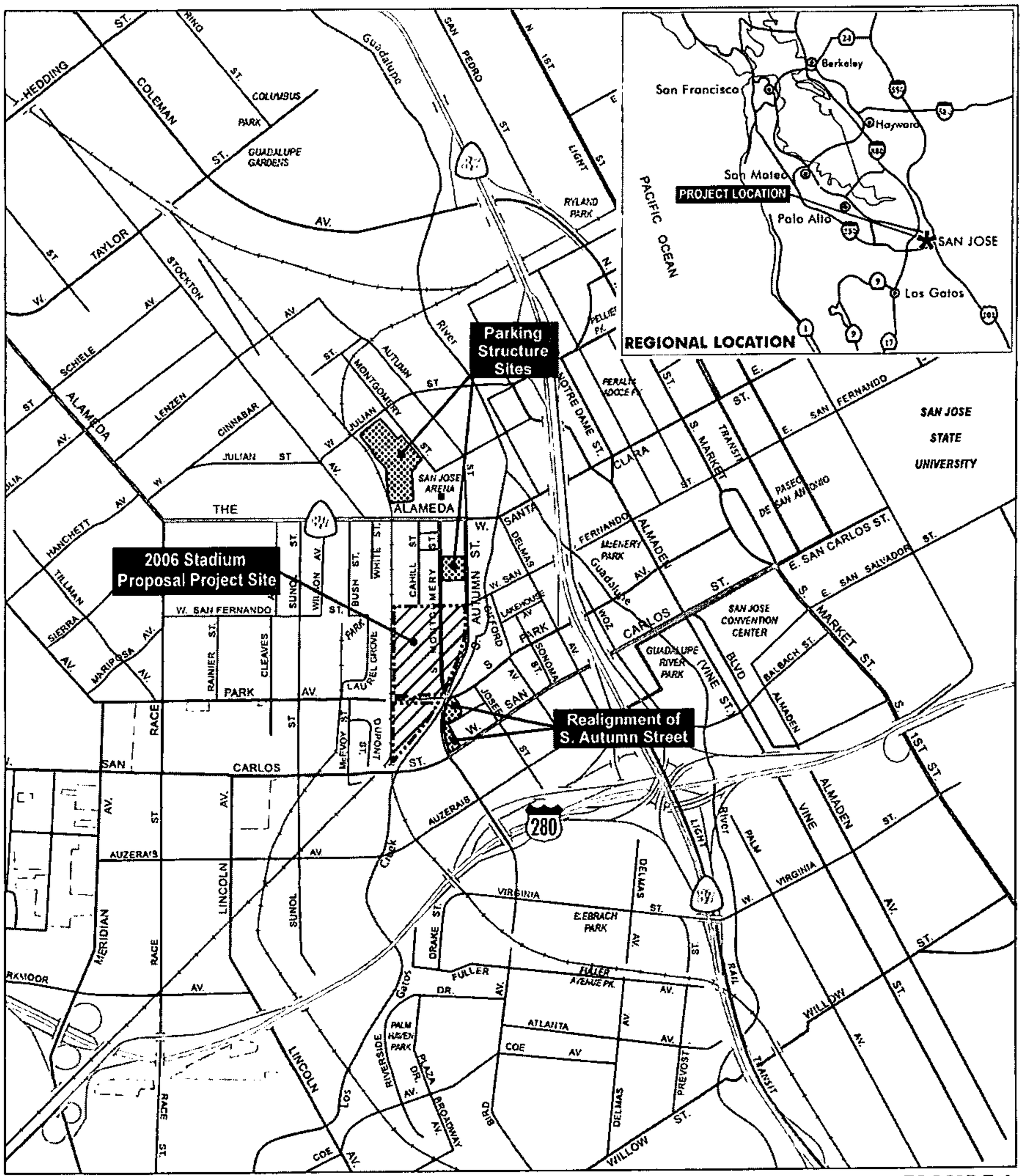
B. PROJECT LOCATION

The proposed modified project would be located in the Diridon Station Planning Area along the western edge of downtown San Jose in Santa Clara County. Figure 1 shows the project's regional location. The stadium and parking structure components of the proposed modified project would be constructed in the area generally bounded by Autumn Street, Bird Avenue and Los Gatos Creek to the east and south, railroad tracks to the west, and Julian Street to the north. Figures 2 and 3 show the stadium and parking structure components of the project in their local contexts.

Existing land uses in the project vicinity include a mix of single- and multi-family residential units, commercial, office, light industrial, and transit- or transportation-related land uses.

C. PROJECT BACKGROUND

In February 2007, the City certified an EIR for the Baseball Stadium in the Diridon/Arena Area Project (2006 Stadium Proposal). The 2006 Stadium Proposal consisted of the development of an approximately 1.5 million square-foot major league baseball stadium and a parking structure with ground floor commercial uses on approximately 23.1 acres in the City of San Jose. The 2006 Stadium Proposal included a maximum seating capacity of 45,000 and a maximum height of 165 feet, with scoreboards up to approximately 200 feet and lights approximately 235 feet above finished grade.



LSA

FIGURE 1

2006 STADIUM PROPOSAL PROJECT SITE

NEW SITES ADDED AS PART OF THE MODIFIED PROJECT

0 800 1600 FEET

Baseball Stadium in the Diridon/Arena Area Supplemental EIR

Project Site Location and Regional Vicinity

SOURCE: CALIFORNIA STATE AUTOMOBILE ASSN., 2005; LSA ASSOCIATES, INC., 2009

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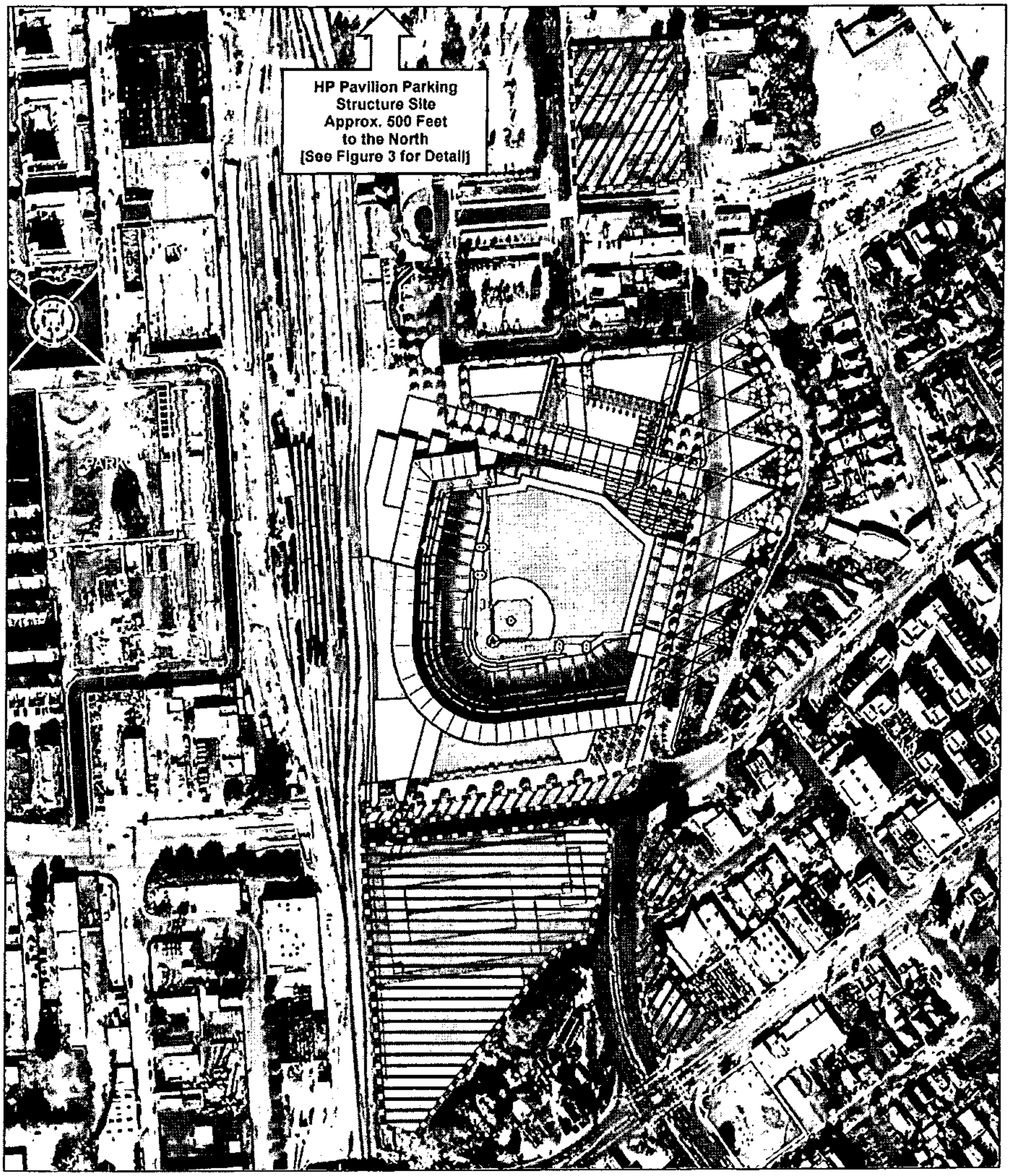
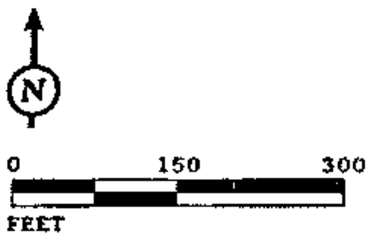


LSA

FIGURE 2



SITES ADDED AS PART OF THE MODIFIED PROJECT

SITE DELETED AS PART OF THE MODIFIED PROJECT

Baseball Stadium in the Diridon/Arena Area Supplemental EIR

Conceptual Site Plan

SOURCE: CITY OF SAN JOSE, REDEVELOPMENT AGENCY, 2006.

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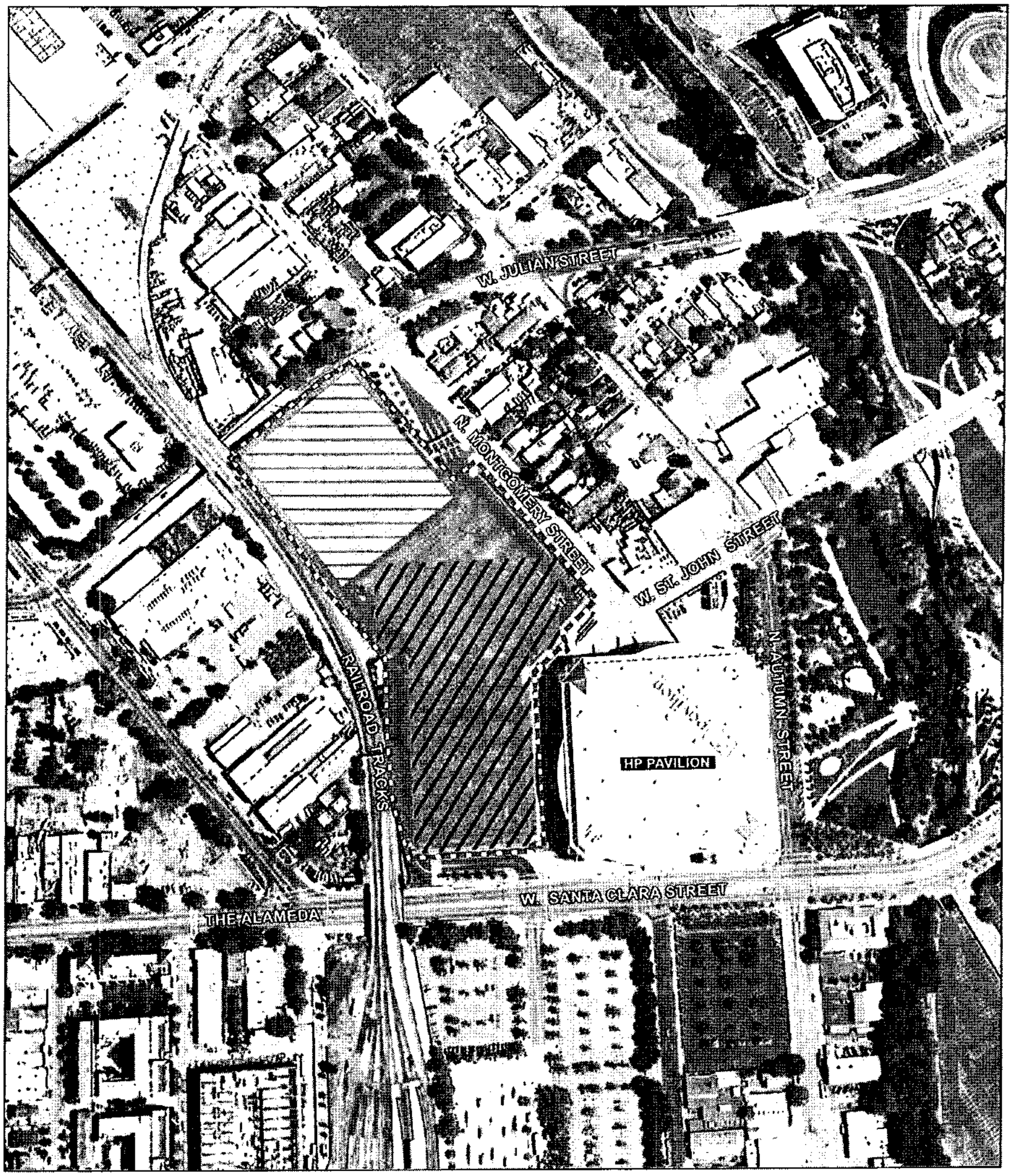

LSA

FIGURE 3

APPROXIMATE FOOTPRINT OF "SECOND-DECK" PARKING STRUCTURE

APPROXIMATE FOOTPRINT OF NORTHERN CONFIGURATION PARKING STRUCTURE

APPROXIMATE FOOTPRINT OF SOUTHERN CONFIGURATION PARKING STRUCTURE

N

0 150 300
FEET

Baseball Stadium in the Diridon/Arena Area Supplemental EIR

HP Pavilion Parking Structure Site

SOURCE: GOOGLE EARTH; LSA ASSOCIATES, INC., 2009.

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In early 2009, the City began exploring the development of a modified stadium project. Key components of the modified project proposal that differ from the 2006 Stadium Proposal include: a smaller maximum seating capacity; relocation of the parking structure; an option to reposition the stadium to the south; and the realignment of South Autumn Street and South Montgomery Street near their intersection with Park Avenue.

D. PROJECT DESCRIPTION

A major league baseball stadium with a seating capacity of up to 36,000 would be constructed on the project site under the modified project proposal. A detailed plan for the modified project has not yet been prepared but the modified stadium would have a similar configuration and orientation to that proposed in 2006. The stadium would be located on the same site as proposed in 2006 or, as an option, may be shifted approximately 100 feet to the south. Repositioning the stadium to the south would require that Park Avenue be narrowed from four lanes to two between Autumn Street and the railroad tracks but would avoid the need to reconfigure a Pacific, Gas and Electric (PG&E) substation located on the northwest corner of the proposed stadium site.

Parking for the modified project would be provided in either existing parking lots or structures in the downtown San Jose area or within a new parking structure to be constructed at one of the locations shown in Figure 1. The area south of Park Avenue that was proposed as the site of a parking structure in the 2006 Stadium Proposal would not be developed under the modified project. This area would remain a Fire Training Facility. By not developing this site as a parking structure, its future development as a park as envisioned in the Midtown Specific Plan would not be precluded. Existing structures on the stadium and parking structure sites would be demolished or relocated.

The various components of the modified project are summarized below. Key differences between the 2006 Stadium Proposal and modified project are highlighted.

1. Baseball Stadium

The proposed baseball stadium would include baseball-related facilities, as well as associated restaurant and retail/commercial uses.

a. Baseball Facilities. The types of baseball-related facilities to be located within the proposed stadium would be the same for the modified project as for the 2006 Stadium Proposal. Baseball-related facilities would include the playing field, spectator facilities, food service and retail, home and visiting team facilities, press facilities, service and operation facilities, administrative facilities, on-site parking, loading docks, lighting/scoreboard, sound system, and public access and plazas. While square footages have not been calculated for the modified project they are expected to be the same as those calculated for the 2006 Stadium Proposal or possibly less because of the modified stadium's smaller seating capacity. Specifically, the square footages associated with spectator facilities and food services may be lower for the modified project than for the 2006 Stadium Proposal.

b. Baseball Stadium Uses. The proposed ballpark complex would be used for major league baseball games and associated activities, as well as events other than baseball. The proposed uses are the same for the modified project as for the 2006 Stadium Proposal.

2. Commercial Development South of Park Avenue

The commercial development south of Park Avenue that is envisioned as part of the 2006 Stadium Proposal would not be constructed as part of the modified project and the building on this area of the site, which houses a water pump, would not require relocation. Absent a parking structure, future development of the site as a park as envisioned in the Midtown Specific Plan would not be precluded.

3. Parking Facilities and Roadways

a. Parking Facilities. Parking for the modified project would be addressed under one of three options – a Montgomery/Autumn Street parking structure, an HP Pavilion parking structure, or a "no parking structure" option.

The Montgomery/Autumn Street parking structure would be located north of the proposed stadium on a site that is bounded by S. Montgomery Street to the west, S. Autumn Street to the east, the Valley Transportation Authority (VTA) light rail tunnel to the south and a parking lot to the north, as shown in Figure 2. The parking structure would include approximately 1,200 parking spaces – the same number as the 2006 Stadium Proposal – and would have up to eight levels of parking. Vehicle access and egress for the parking structure would be provided from S. Montgomery Street and S. Autumn Street. The ground floor of the parking structure would have commercial uses facing S. Montgomery Street and possibly S. Autumn Street.

The HP Pavilion parking structure would be located on the parking lot west of the HP Pavilion. The parking structure would increase the number of parking spaces in this area by approximately 1,300 to a total capacity of approximately 2,750 spaces. Three possible configurations are being considered for the parking structure on the HP Pavilion site. The three configurations include: 1) a four- to six-level parking structure at the south end of the parking lot on W. Santa Clara Street, 2) a five- to six-level parking structure located on the north end of the parking lot on W. Julian Street, and 3) the addition of a second deck of parking across the entire parking lot. Access and egress for the HP Pavilion parking lot may need to be modified with ramps within the HP Pavilion parking lot.

The no parking structure option would rely upon existing parking in downtown San Jose and not construct a parking structure as part of the modified project. If no parking structure is constructed as part of the project, vehicles would be accommodated by the approximately 21,072 parking spaces currently located within ¾ miles of the stadium site to the north and east.

b. Roadways. The same roadways that would be abandoned or realigned as part of the 2006 Stadium Proposal would be abandoned or realigned as part of the modified project. The proposed realignment and setback of S. Autumn Street are the same for the modified project as for the 2006 Stadium Proposal. In addition, if the stadium is shifted to the south, Park Avenue would be narrowed from four lanes to two between Autumn Street and the railroad tracks.

A series of transportation-related changes are planned for the S. Montgomery Street/S. Autumn Street corridor, either as background improvements (something already planned without the stadium) or as part of the stadium project. The proposed transportation-related uses are the same for the modified project as for the 2006 Stadium Proposal, except that the intersection of S. Autumn Street and S. Montgomery Street with Park Avenue would be modified. Realignment of the streets and modification of the intersection would require acquisition of three parcels (259-47-059, -068, and -080) on the east side of S. Montgomery Street, between Park Avenue and W. San Carlos Street.

4. PG&E Substation

Under the modified project the PG&E substation located adjacent to the railroad tracks on the northwest corner of the proposed stadium site would be reconfigured as previously described in the 2006 Stadium Proposal or would remain as it is if the stadium were shifted to the south.

5. Site Acquisition, Demolition/Relocation and Preparation

The Redevelopment Agency is in the process of working with individual property owners to purchase properties within the project site. To date 5 of 16 properties are owned or are in negotiations with the San Jose Redevelopment Agency.

The modified project would include the demolition or relocation of five buildings on the site of the proposed Montgomery/Autumn Street parking structure and two buildings on the parcels south of Park Avenue and east of S. Montgomery Street that are needed to allow realignment of S. Autumn Street. Both the 2006 Stadium Proposal and modified project would include the demolition or relocation of at least two known historic resources, the former KNTV Broadcast Facility located at 645 Park Avenue and the Sunlite Baking Company building located at 145 S. Montgomery Street. Both the 2006 Stadium Proposal and modified project would include the removal of 12 buildings south of San Fernando Street to Park Avenue and east of the railroad tracks to Los Gatos Creek, on the location of the proposed stadium. Removal of the Fire Training Center buildings south of Park Avenue and west of S. Montgomery would not be required under the modified project. Abandonment and demolition of a portion of Park Avenue would be required if the proposed stadium were shifted to the south.

Grading and excavation activities required for construction of the modified project would be the same as for the 2006 Stadium Proposal. The removal of ordinance-size trees would be required, although an estimated 11 fewer trees would be removed under the modified project than under the 2006 Stadium Proposal.

6. Project Construction and Schedule

If a City-sponsored ballot initiative were to be approved in November 2010, site preparation, infrastructure development and reconfiguration of the PG&E substation would begin in the spring of 2011. Opening day could be as early as April 2013.

7. Employment

Employment for the modified project would be slightly less than the 2006 Stadium Proposal due to the reduction in seating capacity of the stadium and the possibly smaller number of employees needed to operate and maintain the spectator and food service facilities.

E. ENVIRONMENTAL IMPACTS TO BE ANALYZED IN THE SEIR

Based on its preliminary analysis, the City concludes that the modified project does not propose substantial changes to the Baseball Stadium in the Diridon/Arena Area Project; result in any new significant impacts or substantially increase the severity of previously identified impacts; or decline to adopt feasible mitigation measures or alternatives that would reduce identified significant impacts. In addition, most existing conditions have not substantially changed since the Baseball Stadium in the Diridon/Arena Area EIR was certified.

Given these circumstances alone, the modified project would not require preparation of an SEIR and would qualify for an addendum in accordance with CEQA Guidelines Section 15164. However, due to an error in the traffic data that were used in the previous traffic study for the 2006 Stadium Proposal the City has determined that it is necessary to update the traffic analysis for the modified project using corrected traffic data to disclose a new significant impact to freeways. In addition, because the effects of the project on global climate change were not analyzed in the previously certified EIR, the City has elected to address this issue in the SEIR. Therefore, the City will prepare an SEIR for the purpose of analyzing and disclosing the environmental impacts of the proposed revisions to the project on 1) traffic and 2) global climate change.

The results of the City's preliminary analysis of the modified project, in the form of an Initial Study checklist, will be included as an appendix to the SEIR. The Initial Study checklist will compare the environmental impacts of the modified project with those of the 2006 Stadium Proposal, providing analysis of whether the modified project would result in new significant environmental impacts for topics other than

traffic and global climate change. At this time the City has not identified any new significant impacts or previously identified impacts of substantially increased severity that would trigger the need for further analysis beyond these two issues. However, additional subjects may be added at a later date if new information comes to light.

1. Transportation

The SEIR will include a traffic analysis for the modified project that will conform to the City of San José's and the Santa Clara County Congestion Management Agency's (CMA) methodologies. The transportation analysis prepared for the SEIR will describe the existing roadway conditions, circulation patterns, parking conditions, and other elements (light rail, bus routes, etc.) of the transportation system in and around the site, including the local streets and intersections, regional facilities, and freeways. A transportation modeling analysis will be prepared in order to evaluate the long-term impacts of the modified project.

2. Global Climate Change

The SEIR will examine the potential for the modified project to result in global climate change impacts and will discuss the measures included in the modified project to minimize impacts and reduce greenhouse gas emissions.

3. Alternatives

The SEIR will update the Alternatives analysis in the certified EIR. The modified project will be compared to the 2006 Stadium Proposal and the Alternatives presented in the certified EIR. The SEIR will identify the degree to which each alternative might reduce one or more of the project's impacts, whether or not the alternative could result in other or increased impacts, the viability of the alternative, and the degree to which the alternative is consistent with the project's goals and objectives. An "Environmentally Superior" Alternative will be identified.

4. Other Required Sections

The SEIR will also include other information typically required for an EIR. These other sections include the following: 1) Growth Inducing Impacts; 2) Significant, Unavoidable Impacts; 3) Significant Irreversible Environmental Changes; 4) References; and 5) EIR Authors.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

November 23, 2009

RECEIVED
NOV 30 2009
CITY OF SAN JOSE
PLANNING DEPARTMENT

To: Reviewing Agencies

Re: Ballpark Study in the Diridon Arena Area
SCH# 2005112126

Attached for your review and comment is the Notice of Preparation (NOP) for the Ballpark Study in the Diridon Arena Area draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Akoni Danielsen
City of San Jose
200 East Santa Clara Street
San Jose, CA 95113-1905

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

for Scott Morgan
Assistant Deputy Director & Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

NOP Distribution List — County: Santa Cruz — SCH# [redacted]

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  Don Chadwick
  Habitat Conservation Program
- [ ] Fish & Game Region 6
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M
  Brad Henderson
  Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M
  George Isaac
  Marine Region

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  Dept. of Food and Agriculture
- [ ] Depart. of General Services
  Public School Construction
- [ ] Dept. of General Services
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  Dept. of Health/Drinking Water

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- [ ] Caltrans - Planning
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  Steven Herrera
  Division of Water Rights
- [x] Dept. of Toxic Substances Control
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- [ ] Department of Pesticide Regulation
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Regional Water Quality Control Board (RWQCB)

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  Cathleen Hudson
  North Coast Region (1)
- [x] RWQCB 2
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] RWQCB 3
  Central Coast Region (3)
- [ ] RWQCB 4
  Teresa Rodgers
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    Central Valley Region (5)
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  - [ ] RWQCB 5R
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    Lahontan Region (6)
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- [ ] RWQCB 7
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- [ ] RWQCB 8
  Santa Ana Region (8)
- [ ] RWQCB 9
  San Diego Region (9)

- [ ] Other _____

Last Updated on 11/16/2009

Ballpark Study in the Diridon Arena Area

SCH Number: 2005112126

Document Type: NOP - Notice of Preparation

Alternate Title: Baseball Stadium in the Diridon Arena Area Ballpark Study in the Diridon/Arena Area

Project Lead Agency: San Jose, City of

Project Description

A major league baseball stadium with a seating capacity of up to 36,000 would be constructed on the project site under the modified project proposal. A detailed plan for the modified project has not yet been prepared but the modified stadium would have a similar configuration and orientation to that proposed in 2006. The stadium would be located on the same site as proposed in 2006 or, as an option, may be shifted approximately 100 feet to the south.

Contact Information

Primary Contact:
Akoni Danielsen
City of San Jose
(408) 535-7823
200 East Santa Clara Street
San Jose, CA 95113-1905

Project Location

County: Santa Clara
City: San Jose
Region:
Cross Streets: West San Fernando, Park Avenue, Autumn Street
Latitude/Longitude:
Parcel No: Multiple
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To

Highways: 82, 87, 280, 880
Airports: Mineta SJ International
Railways: UPRR
Waterways: Los Gatos Creek, Guadalupe River
Schools: Luther Burbank
Land Use: Land Use: Industrial, Manufacturing, Commercial, Transportation facilities. Zoning: Light Industrial, General Commercial. General Plan: General Commercial, Transit-Oriented Mixed Use.

Development Type

Recreational

Local Action

Other Action

Project Issues

Aesthetic/Visual, Air Quality, Archaeologic-Historic, Drainage/Absorption, Economics/Jobs, Flood Plain/Flooding, Geologic/Seismic, Noise, Public Services, Recreation/Parks, Sewer Capacity, Soil Erosion/Compaction/Grading, Solid Waste, Toxic/Hazardous, Traffic/Circulation, Water Quality, Water Supply, Wetland/Riparian, Landuse, Cumulative Effects

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Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Department of Parks and Recreation; Department of Water Resources; Native American Heritage Commission; Department of Fish and Game, Region 3; Department of Public Health; State Lands Commission; **Caltrans, Division of Aeronautics**; California Highway Patrol; **Caltrans, District 4**; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 2

Date Received: 11/23/2009 **Start of Review:** 11/23/2009 **End of Review:** 12/22/2009

BASEBALL STADIUM IN THE DIRIDON/ARENA AREA SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

SUMMARY OF COMMENTS SCOPING MEETING DECEMBER 16, 2009

The City of San José conducted a scoping meeting for the Baseball Stadium in the Diridon/Arena Area Supplemental Environmental Impact Report (SEIR) on December 16, 2009. This document is a summary of the feedback received at the meeting. It is not intended as a transcript of the meeting, nor does it attribute the comments to specific individuals. If an attendee believes an issue or concern raised at the meeting is not reflected accurately or is missing in this summary, they should contact Akoni Danielsen of the Planning Division at Akoni.Danielsen@sanjoseca.gov or (408) 535-7823.

Comments made by the public during the scoping meeting generally fell into one of three categories: 1) the scope and content of the environmental document, 2) procedural questions with regard to providing comments and the environmental review process and 3) merits of the project. The issues raised with regard to the scope and content of the SEIR included:

- the project description;
- the selection and analysis of alternatives, particularly alternative sites;
- the impact of the project on traffic circulation, transit and parking in the Diridon/Arena area and surrounding neighborhoods;
- the noise and lighting impacts of the modified project;
- the impacts of the modified project on the operation of airplanes and the Norman Y. Mineta San José International Airport;
- and cumulative impacts of the project, recently completed projects, and future projects, such as the California High Speed Rail (HSR) and the BART Extension projects.

Project Description. Several commenters asked about the types of events that would be held in the stadium, including the possibility of soccer games and "monster truck" events. The City responded that there are no plans to use the stadium for soccer games in the current proposal. Future non-baseball events would conform to the same requirements with regard to impact mitigation (e.g., for noise, lighting and traffic) as baseball games. Commenters asked how the project had changed with regard to height and location. A description of the project facilities and operations will be included in the SEIR.

Alternatives. Several commenters requested that the environmental document identify alternative sites for the stadium and analyze the potential impacts associated with the alternatives in comparison to the proposed project. Specific locations that were identified included sites near the County Fairgrounds, Route 237, and the former FMC property on Coleman Ave. An alternatives analysis will be included in the SEIR. The City noted that many potential stadium sites have been examined over

the years. Those that were considered potentially feasible were examined in 2007 and that analysis will be updated; the SEIR will identify the potential sites examined in 2007 that have since been designated or developed for other purposes and are no longer feasible.

Traffic Circulation, Transit and Parking. Commenters noted that planning for the HSR and BART Extension projects has progressed since the 2007 EIR was certified and that these projects, which were not included in the previous environmental analysis, should be considered in the cumulative traffic analysis. Commenters stated that the environmental analysis should look at the effects of the project on traffic circulation and parking both with and without the HSR and BART Extension projects. One person stated that the traffic analysis should be redone because of changes that are proposed to the project, including the possibility of shifting the stadium to the south and narrowing Park Avenue.

A request was made to update the traffic analysis to reflect the A's as the proposed baseball team that would occupy the ballpark, and specifically to account for traffic from fans coming from the East Bay on I-880 and I-680 freeways. Commenters asked that the impact of simultaneous events at the Arena and ballpark be studied with regard to both traffic circulation and parking. Commenters stated that simultaneous events should include festivals held in the downtown area as well as simultaneous events at the Arena. One person asserted that the number of simultaneous events would be higher than stated in the 2007 EIR.

Parking in the downtown area and surrounding neighborhood was identified as an issue by several people. Commenters requested that impacts to parking in adjacent neighborhoods be analyzed. One commenter requested that impacts to parking farther than 1 to 2 miles from the stadium should be analyzed, in particular, parking in the vicinity of light rail stations. Neighbors asked if the "nuisance" of permit parking was an environmental issue and that the issue be addressed in the SEIR. One person requested that the cost of any permit parking program be borne by the stadium proponents and not the residents of the affected neighborhoods.

With regard to transit, it was stated that the Santa Clara Valley Transportation Authority (VTA) has reduced some services since the 2007 EIR was certified and that the environmental analysis should take these changes into account. The effect of narrowing Park Avenue on a proposed bike lane on the street was noted as an issue that should be analyzed.

Noise and Lighting. The impacts of noise that would be generated by baseball games and other events that may be held in the stadium and by traffic and aerial advertizing (e.g., blimps or planes pulling banners) were identified as issues that should be addressed in the environmental document. The noise that would be generated during construction was identified as an issue. It was requested that the environmental document consider how recently completed buildings (post-2007) would affect the noise environment and noise impacts. With regard to lighting, the impacts of stadium lighting and illuminated signage on the exterior of the stadium were identified as potential issues.

Airport Operations. Commenters noted that the airport and airlines have emergency procedures for operating with only one engine (one-engine inoperable emergency procedures) and that this issue should be addressed in the SEIR. One person requested that this issue be examined in light of the possibility of shifting the stadium to the south along Park Avenue.

Cumulative Impacts. Commenters noted that some projects not included in the cumulative impact analysis of the 2007 EIR should be considered in the SEIR because they have been completed recently or are far enough along in the planning process to be considered reasonably foreseeable. Four such projects that were identified include the Ohlone Mixed-Use Development, Alameda Roadway, HSR, and BART Extension Projects. A cumulative analysis of each topical issue will be included in the environmental document using an updated list of cumulative projects, which will include the HSR and the BART Extension projects.

Potential for Urban Decay. A request was made for the City to examine the potential for the relocation of the A's to San Jose to lead to 'urban decay' or blight in the lands surrounding the Oakland Coliseum once the A's no longer are a tenant attracting fans over 80+ home games a season.

Economic Issues (non-CEQA). Several commenters asked questions or commented on the economic viability of the proposed project given the reduced stadium seating capacity and/or the economic benefits or costs of building a stadium in downtown San José. Proponents and opponents of the proposed project stated their respective support for or opposition to the project based on the perceived fiscal benefits or costs to the City. The economic and fiscal impacts of the stadium on the City are not environmental issues and will not be addressed in the environmental document, however the City is preparing an economic analysis that will address the project's viability and other economic issues.

SANTA CLARA
Valley Transportation Authority

January 8, 2010

City of San José
Department of Planning and Building
200 East Santa Clara Street
San José, CA 95113

Attention: Akoni Danielsen

Subject: City File No. PP05-214 / Baseball Stadium in the Diridon/Arena Area

Dear Mr. Danielsen:

The Santa Clara Valley Transportation Authority (VTA) has reviewed the NOP for a Draft Supplemental EIR (SEIR) for a baseball stadium on a site generally bounded by Autumn Street, Bird Avenue, Los Gatos Creek, and Julian Street. From a transportation planning perspective we believe that the proposed baseball stadium project offers an excellent opportunity to build on and make use of the existing transit and roadway network in the Diridon Station area. VTA supports policies and projects that target growth around the established transportation cores, corridors, and station areas in Santa Clara County. This project offers unique opportunities to move away from an auto-dependent model and to shift new trips to transit, shared-ride, walk and bike modes.

VTA encourages the City to thoroughly evaluate opportunities for the use of alternative modes in the Transportation and Global Climate Change sections of the SEIR. We were pleased to see a robust analysis of transit demand, transit capacity, pedestrian demand, and sidewalk capacity in the February 2006 DEIR, and we look forward to seeing an update in the forthcoming FEIR. In light of this vision, we have the following specific comments on the scope and content of the analysis in the SEIR.

Automobile Parking Analysis

VTA encourages the City to evaluate the potential benefits of the 'no parking structure option' in terms of encouraging transit use, carpooling, walking and bicycling to the stadium. Further comments on automobile parking in relationship to other transportation projects are provided in other sections below.

Freeway Analysis

Please use 2008 Monitoring and Conformance Report data for freeway and intersection level of service analysis. This report summarizes level of service (LOS) data for freeways, expressways in Santa Clara County. For more information on this document please call Adam Burger of the VTA Congestion Management Agency Division at (408) 546-7923.

Figure V.C-8 in the TIA report for the 2006 Base Stadium in the Diridon/Arena Area DEIR shows trip percentages that are expected to add traffic equal to at least one percent of the freeway segments capacity on SR 87, I-280 beyond the freeway segments that have been analyzed. VTA recommends including analysis of additional freeway segments on SR 87, I-280, and US 101 where the number of new trips added by the project is more than one percent of the freeway capacity. In addition, VTA recommends including a queuing analysis of nearby on and off ramps to determine if there is adequate storage on the ramps in the project scenario.

CMP Intersection Analysis

In addition to CMP intersections analyzed in TIA report of the 2006 Base Stadium in the Diridon/Arena Area DEIR, VTA recommends the inclusion of the following CMP intersections in the TIA:

- Santa Clara St / Montgomery St
- E. San Carlos St / Almaden Blvd
- E. San Carlos St/ Market St

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

Roadway Analysis Period

The roadway analysis for the 2006 Base Stadium in the Diridon/Arena Area DEIR was between 5 pm and 6 pm for freeways and 5 pm and 7 pm for intersections. VTA recommends confirming the appropriate peak hour(s) of analysis based on the updated existing volume data for intersections and freeways for both the single-event and simultaneous-event scenarios.

Transit Impacts – Bus and Shuttle Operations

The SEIR transit section should analyze the impacts to nearby bus and shuttle operations of vehicular and pedestrian traffic generated by the project, and should consider measures to mitigate operational impacts that are identified. The single-event and simultaneous-event scenarios should both include such an analysis, and they should take into account VTA's Santa Clara-Alum Rock (SCAR) Bus Rapid Transit (BRT) project. The SCAR BRT project is projected to be in operation by 2014 and will include a new operating plan that would have up to 10 buses running in the peak hour in each direction on the 522 and 22 routes combined.

Transit Impacts – Light Rail Crossings

The SEIR transit analysis should consider the impact of the stadium project on light rail crossings and infrastructure. Certain transportation improvements being contemplated, including Autumn Street widening and sidewalk modifications, require modifications to existing light rail crossings. Such modifications will need to be approved by VTA and the California Public Utilities Commission. Early coordination and reviews of the designs are recommended.

Traffic Management strategies currently in place after events at the HP Pavilion include having Delmas north of San Fernando operate as a one-way southbound roadway. The existing light rail crossing of Delmas is designed for the conventional two-way operation. Modifications to the

crossing need to be made if this unconventional practice is to continue or be increased as a part of the baseball stadium project.

Relationship to Diridon Station Area Plan and High-Speed Rail Project
Given the ongoing planning work associated with the Diridon Station Area Plan and the project level EIS/EIR for the California High-Speed Rail Project, coordination between the stadium planning & environmental analysis and these other efforts will be important. VTA encourages the City to consider the larger context of the Diridon Station Area Plan when conducting the parking analysis in the SEIR, and to consider how the potential vertical alignment options for the High-Speed Rail Project could affect the stadium project.

Relationship to Silicon Valley Rapid Transit (SVRT) - BART Extension Project

Transportation Analysis Assumptions and Scenarios
The SEIR Transportation section should include the SVRT project in its analysis of traffic volumes, bus circulation patterns, parking conditions and site plans. The SEIR analysis should consider both the Berryessa Extension Project Alternative and the full 6-station SVRT Alternative. The Berryessa Extension Project is projected to open in 2018 and would involve a significant level of feeder bus service from the Berryessa Station to downtown and the Diridon Station area.

SVRT Station Campus and Transit Center Design
The SEIR transportation analysis should consider the latest Diridon/Arena Station Campus and Roadway design package (65% Design Phase, 35% Design Issued for Record) with regard to the placement of key station campus elements including the bus transit center.

Automobile Parking Options
The 'Montgomery/Autumn Street parking structure' option is located on a site that has been identified by the SVRT project as a potential location for passenger parking. The potential impacts of this parking structure on the SVRT station should be analyzed, and the SEIR should consider shared parking options due to the cumulative effects of all projects planned for the Diridon Station area. For the 'HP Pavilion parking structure' option, the SEIR should consider how pedestrian access between the proposed ballpark and the parking structure would be accommodated during construction of the SVRT station. The February 2006 DEIR made reference to a planned BART structure adjacent to the HP Pavilion and a pedestrian bridge over Santa Clara Street; please note that the SVRT project no longer includes these improvements.

VTA looks forward to a strong and effective partnership with the City of San José in the advancement of the proposed stadium project. We would be happy to meet with you to further discuss the key issues described in this letter. If you have any questions, please call me at (408) 321-7093 or Robert Swierk of my staff at (408) 321-5949.

Sincerely,

Chris Augenstein, AICP
Deputy Director, Planning

CA:rm:rs

cc: Ebrahim Sohrabi, San José Development Services
Roy Molseed, VTA
Robert Swierk, VTA

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EXECUTIVE DIRECTOR

December 21, 2009

Akoni Danielsen
Planning Division – 3rd Floor
City of San Jose
200 East Santa Clara Street
San Jose, CA 95113

Re: Notice of Preparation - Supplemental Environmental Impact Report – Baseball Stadium in the Diridon/Arena Area

Dear Mr. Danielsen:

Thank you for the opportunity to comment on the scope and content of the Supplemental Environmental Impact Report (SEIR) for the proposed Baseball Stadium in the Diridon/Arena Area.

The Peninsula Corridor Joint Powers Board (JPB) respectfully submits the following comments:

Caltrain Station and Diridon Area Parking
Caltrain is concerned with the preservation of daily parking for its train riders and station-based employees. In addition, the alternatives proposed in the Baseball Stadium plan could add up to 1200 new parking spaces in the Diridon/Arena area. The SEIR should detail a comprehensive parking management plan to ensure existing and planned transit connections and potential ridership are maximized, not diminished, as a result of the proposed significant increase in parking supply. This could entail shared parking strategies, peak-hour pricing or other mechanisms. The Diridon Station Area Plan is also advancing a significant Transit Oriented Development (TOD) project. The Baseball Stadium Plan should leverage the transit network at Diridon Station and planned Diridon Area TOD to maximize baseball stadium access while reducing impacts on the local street network.

Caltrain Ridership and Service Levels
The SEIR should utilize the most up-to-date Caltrain ridership and service level projections and incorporate a revised analysis of transit ridership generated by stadium and other arena area events that overlap with peak commute times at Diridon station. The analysis should include effects on parking, station access, operations and the bicycle and pedestrian environment.

PENINSULA CORRIDOR JOINT POWERS BOARD
1250 San Carlos Ave. – P.O. Box 3006
San Carlos, CA 94070-1306 650.508.6269

Ongoing coordination with the city's Diridion Station Area Plan should ensure Caltrain projections used are consistent for both projects. Ms. Stacy Cocke is the Caltrain planning staff liaison to the Diridon Station Area plan and can provide you with the most recent projections. She can be reached at (650) 508-6207 or cockes@samtrans.com.

Thank you for opportunity to provide input, and please contact me at (650) 508-6471 should you have any further questions.

Sincerely,

G. Ted Yurek
Senior Planner
San Mateo County Transit District

cc: Marian Lee, Executive Officer, Planning & Development
Robert Doty, Peninsula Rail Program Director
Hilda Lafebre, Manager, Capital Project and Environmental Planning
Marisa Espinosa, Manager, Planning & Research
Brian Fitzpatrick, Manager, Real Estate
Stacy Cocke, Senior Planner, Capital Project and Environmental Planning

COXCASTLENICHOLSON

Cox, Castle & Nicholson LLP
555 California Street, 10th Floor
San Francisco, California 94104-1513
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RECEIVED
DEC 21 2009
CITY OF SAN JOSE
PLANNING DEPARTMENT

December 17, 2009

File No. 60516

VIA E-MAIL AND U.S. MAIL

Mr. Akoni Danielsen
City of San Jose
Department of Planning, Building, and Code Enforcement
200 East Santa Clara Street
San Jose, California 95113

Re: Notice of Preparation of a Supplemental Environmental Impact Report for the Baseball Stadium in the Diridon/Arena Area

Dear Akoni:

On behalf of San Jose Arena Management LLC ("Arena Management"), the manager of the HP Pavilion, we respectfully submit the following comments with respect to the Notice of Preparation ("NOP") of a Supplemental Environmental Impact Report ("SEIR") for the Baseball Stadium ("Baseball Stadium") in the Diridon/Arena Area.

Arena Management appreciates its positive working relationship with the City of San Jose (the "City") and the San Jose Redevelopment Agency ("Agency"). As you know, HP Pavilion is an integral component of the downtown experience, and provides significant economic benefits to the City and Agency. Through our collaboration, we have collectively implemented a variety of programs, including the Transportation Parking Management Plan ("HP Pavilion TPMP"), to provide efficient and convenient access and parking for HP Pavilion, minimize traffic congestion on surrounding roadways, and minimize traffic and parking intrusion into surrounding neighborhoods. As you know, the parties have been successful in achieving these goals and the associated economic benefits to the City and Agency, but continuing to do so in the face of growing congestion on surrounding transportation facilities will be an ongoing challenge, and one that will require continued collaboration and creativity, as well as the implementation of mitigation measures.

In addition, as acknowledged in the 2006 EIR, the City and Arena Management are party to an agreement (the "HP Pavilion Agreement") through which the City is committed to make sufficient parking available near HP Pavilion. The HP Pavilion Agreement requires the City to pursue best efforts to ensure that at least 6,350 off-site parking spaces are available to HP Pavilion patrons within ½ mile of HP Pavilion, of which at least 3,175 spaces should be within 1/3 mile of HP Pavilion. Like the HP Pavilion TPMP, the parties have been successful in implementing the HP Pavilion Agreement to date, but doing so in the context of the Baseball Stadium and other area growth will be a challenge.

Arena Management is mindful of the opportunity for additional enhancement of the downtown experience, and additional economic benefits to the City and Agency, if the City is successful in securing a Major League Baseball franchise and developing the Baseball Stadium. Arena Management also has a responsibility to identify adverse impacts that the Baseball Stadium may cause to HP Pavilion, so that the City and Agency can fully analyze and mitigate such impacts. As such, Arena Management previously submitted comments on the 2006 Draft and 2007 Final Environmental Impact Report for the Baseball Stadium (the "2006 EIR"), which comments are incorporated herein by this reference and enclosed for your review.

As was the case in 2006-2007, Arena Management remains extremely concerned about the potentially significant, adverse transportation and parking impacts of the Baseball Stadium on the surrounding transportation network and on HP Pavilion. During simultaneous events at the Baseball Stadium and HP Pavilion, we believe that patrons of both venues may encounter severe congestion and/or have extreme difficulty finding parking. The SEIR should thoroughly address the potentially significant, adverse impacts of the Baseball Stadium project on transportation facilities, and resultant impacts to HP Pavilion. To the extent such significant impacts are identified, the SEIR should identify feasible mitigation measures to reduce those impacts to a less than significant level, and should ensure that timely (*i.e.*, prior to opening of the Baseball Stadium) implementation of such measures is required as a condition of approval of the Baseball Stadium project. As indicated in prior comments by Arena Management, the 2006 EIR failed to adequately analyze and mitigate these impacts. According to the Notice of Preparation of the Draft SEIR dated November 17, 2009 (the "NOP") (but received by Arena Management on November 23, 2009), the City intends to update the traffic analysis to reflect proposed changes in the Baseball Stadium project and to correct erroneous traffic data. Pursuant to CEQA, the SEIR also must be updated to reflect other changed circumstances and new information since the 2006 EIR. Arena Management therefore respectfully requests that SEIR itself address the issues identified in this letter.

1. Project Description

The NOP indicates that, in lieu of the proposed parking structure on the south side of Park Avenue identified in the 2006 EIR, parking for the Baseball Stadium would be provided either in existing parking facilities or in a new parking structure to be constructed in one of the two locations shown in the NOP (at Montgomery/Autumn Streets or various configurations at HP Pavilion). The location of parking facilities to serve the Baseball Stadium will determine trip distribution and assignment, which in turn will affect impact analysis. As such, the SEIR will need to include "variants" in the traffic analysis, all at a project level of detail, to analyze how transportation (traffic, parking, pedestrian, transit, etc.) and associated impacts will differ depending upon the location of parking.

In addressing the feasibility of each of the parking options, particularly in the event of simultaneous events at HP Pavilion, the Baseball Stadium and the Arena Green, the SEIR also must address potential use of these same parking facilities by other future users, such as BART and high speed rail customers. Notably, the proposed parking location at Montgomery/Autumn already has been identified as a potential parking site for BART. If this location is included as an option in the SEIR, the SEIR also must demonstrate the feasibility of Baseball Stadium parking at this location

in light of its prior identification as a potential BART parking facility, including assessing the actual parking capacity available to each transit users and event attendees in a shared use scenario. Furthermore, the HP Pavilion parking structure options need to be analyzed in close coordination with Arena Management, to ensure that the access points, configurations and other aspects of the facilities do not adversely affect HP Pavilion operations or violate the HP Pavilion Agreement.

2. Transportation Analysis

Scope of Analysis

The NOP indicates that the traffic analysis will be updated to correct erroneous traffic data included in the 2006 EIR. In fact, a more extensive update of the transportation analysis as a whole (including not only traffic, but also parking, transit and pedestrian impacts) will be required. Pursuant to the CEQA Guidelines, this update should reflect not only the corrected traffic data, but also changes in the Baseball Stadium project and other new information and changed circumstances since the certification of the 2006 EIR.

The revised transportation analysis should address changes in the Baseball Stadium project including, without limitation the current proposal for 36,000 seats, the possible repositioning of the Baseball Stadium and associated narrowing of Park Avenue, the new alternative parking locations (as discussed above), and the newly proposed reconfiguration of the intersection of S. Autumn and S. Montgomery streets with Park Avenue. This analysis should include an assessment of the feasibility of these changes, including the need for right-of-way acquisition and the availability of funding.

The revised transportation analysis also should address new information and changed circumstances, including not only the corrected traffic data referenced in the NOP, but also updated traffic counts, the City's decision to allow outdoor events at the Arena Green (which could accommodate up to 16,000 persons and occur simultaneously with events at HP Pavilion and the Baseball Stadium), and the possible location of BART and high speed rail parking in the vicinity. In addition, the parking analysis should include not only the options identified in the NOP, but also should include all options for expanded on-site parking for HP Pavilion, which Arena Management staff shared with City staff in December 2009, including options for parking on a portion of the Autumn/Montgomery streets block.

Adequacy of Impact and Mitigation Analysis

In conjunction with the revision of the transportation analysis, the City has an opportunity to address other inadequacies in the analysis contained in the 2006 EIR, as well as update the analysis to reflect other new information and changed circumstances. In particular, the SEIR should address the following issues, many of which are addressed in more detail in Arena Management's prior comment letters, enclosed herein:

- The SEIR should address the possibility of up to 19 simultaneous sold out events at HP Pavilion and the Baseball Stadium, as well as now at Arena Green. The conclusory statement

in the 2006 EIR that events would not likely be sold out is unsupported by any evidence. Unless the City intends to restrict event capacity at the Baseball Stadium and Arena Green during HP Pavilion events to ensure that impacts do not occur, the SEIR should analyze the possible impacts of simultaneous sold out events.

- The SEIR should make logical, technically sound assumptions regarding trip distribution during simultaneous events. As noted in the prior comments, the assumption that 90 percent of Baseball Stadium attendees will divert to alternate routes during simultaneous events at HP Pavilion is illogical and technically unsupportable.

- The SEIR should assess the feasibility of the possible steps identified in the 2006 EIR for reserving parking to HP Pavilion customers during simultaneous events. As noted, the HP Pavilion Agreement requires the City to make 6,350 parking spaces available for HP Pavilion patrons within ½ mile of HP Pavilion, but currently only the on-site spaces are reserved (and even that reservation is questionable under the newly proposed option of providing Baseball Stadium parking at HP Pavilion). Absent further analysis and imposition of a specific, feasible mitigation measures to ensure that adequate HP Pavilion parking is maintained, the SEIR cannot conclude that parking impacts will not result, nor that the HP Pavilion Agreement will not be violated. If parking spaces cannot feasibly be reserved, the trip distribution patterns for Baseball Stadium trips identified in the 2006 EIR would need to be revised accordingly.

- The SEIR should address the feasibility of the Autumn Street reconfigurations assumed in the 2006 EIR, including the need for right-of-way acquisition and the availability of funding, as well as the City's ability to commit to completing Autumn Street improvements between Colman and Park Avenues prior to opening of the Baseball Stadium

- The SEIR should address the feasibility of the mitigation measures identified in the 2006 EIR to resolve LOS F conditions at Autumn Street/West San Fernando Street and Autumn Street/Park Avenue. These intersections are important access routes to HP Pavilion. Even if these intersections are exempt from the City's LOS policy, the requirements of the HP Pavilion Agreement and the HP Pavilion TPMP render high levels of congestion at these intersections an impact nonetheless. For example, the HP Pavillion TPMP establishes the City's "strong commitment to provide a positive transportation experience for HP Pavilion patrons", including experiences "involving roadway capacity, sufficient parking and pedestrian facilities, transit services and overall convenience."

- The SEIR should eliminate the assumption that the parking facilities at 10 Almaden and 160 W. Santa Clara will be available for HP Pavilion events, or provide evidence to support the assumption of their availability, given that the operators of these two facilities previously have indicated that they do not desire to serve HP Pavilion events and therefore are excluded from the HP Pavilion TPMP (notwithstanding the City's assertion that they served the San Jose Grand Prix). In addition, the SEIR should ensure the use of accurate data regarding the number of spaces in the Park Center Plaza III, Market Street/San Pedro and Riverpark garages, all of which were assumed in 2006 EIR the to have more spaces than indicated in the HP Pavilion TPMP.

- The SEIR should make technically sound assumptions regarding the distance that people are willing to walk to attend an event at HP Pavilion or the Baseball Stadium. The 2006 EIR assumption that people would walk up to ¾ mile exceeds published guidelines, as well as the ½ mile radius used in the HP Pavilion Agreement. The assertion in the 2006 EIR that people will not come, or will carpool or use alternate modes, is not supported by the evidence, and moreover if true could result in additional transit impacts not adequately addressed in the 2006 EIR. If these unsupported assumptions do not prove true, however, the results may include illegal parking in neighborhoods and parking conflicts with other area land uses, with resultant impacts that should be addressed in the SEIR.

- The SEIR should make technically sound assumptions regarding parking lot occupancy. Multiple parking resource documents indicate that 90 percent occupancy should be the maximum assumed, not 100 percent as assumed in the 2006 EIR. The 2006 EIR assumption that parking operators will achieve higher occupancies is not supported by the evidence.

- The SEIR analysis of the option, identified in the NOP of providing a new parking structure at HP Pavilion, must include adequate analysis and conditions/mitigation measures to ensure compliance with the HP Pavilion Agreement, which provides that any use of HP Pavilion on-site parking by non-HP Pavilion users shall not interfere with the Sharks or other HP Pavilion events.

3. Other Analysis

The NOP indicates that the SEIR will address only traffic, global climate change, alternatives and other mandatory EIR sections, and that an Initial Study checklist will be included in the SEIR. The NOP further indicates that the City has not identified any other new or substantially more severe impacts that would require further analysis (and in fact that traffic and global warming impacts will not be new or substantially more severe). The changes in the Baseball Stadium project, combined with the revised traffic analysis, however, are likely to require more extensive revisions to the 2006 EIR. First, as indicated above, the transportation analysis as a whole (including not only traffic, but also parking, transit and pedestrian impacts) will need to be revised to reflect the changes in the Baseball Stadium project and the revised traffic analysis. Second, the revised traffic analysis is likely to trigger the need to update other analyses that are based on traffic data, including without limitation land use, noise and air quality analysis. If the City has already completed this analysis, as suggested in the NOP, then the City should reissue the NOP with the Initial Study attached now, so that the public can be timely informed of the City's conclusions, along with the substantial evidence that supports them, and have an opportunity to provide additional information early enough in the process that it actually can be incorporated into the SEIR. The City would incur substantial additional expense and delay if the Draft SEIR had to be recirculated to address comments on the Initial Study that could have been submitted prior to publication of the Draft SEIR had the City made the analysis, which the NOP suggests is completed, available with the NOP. Absent disclosure of the City's conclusions and supporting evidence, the public cannot meaningfully comment on the adequacy of the proposed scope of the SEIR.

We appreciate the opportunity to comment on the NOP and look forward to reviewing a Draft EIR that adequately addresses the issues identified herein. In the meantime, please add us to the distribution list for all City notices, publications and other correspondence or updates regarding the SEIR and the Baseball Project.

Respectfully submitted,

COX, CASTLE & NICHOLSON, LLP

By R Clark Morrison
R. Clark Morrison

60516\154317v3
cc: Don Gralnek, Esq.

DEPARTMENT OF TRANSPORTATION
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PLANNING DEPARTMENT

December 17, 2009

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SCL-82-R8.21
SCH# 2005112126

Mr. Akoni Danielsen
Community Planning Department
City of San Jose
200 East Santa Clara Street
San Jose, CA 95113-1905

Dear Mr. Danielsen:

BALLPARK STUDY IN THE DIRIDON ARENA AREA – NOTICE OF PREPARATION

Thank you for including the California Department of Transportation (Department) in the environmental review process for the Ballpark Study in the Diridon Arena Area project. The following comments are based on the Notice of Preparation (NOP). As the lead agency, the City of San Jose is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the state right of way (ROW), and the Department will not issue a permit until our concerns are adequately addressed, we strongly recommend that the City work with both the applicant and the Department to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of a permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

Traffic Impact Fees - Please identify traffic impact fees. Development plans should require traffic impact fees based on projected traffic and/or based on associated cost estimates for public transportation facilities necessitated by development. Please refer to the California Office of Planning and Research (OPR) *2003 General Plan Guidelines,* page 163, which can be accessed on-line at the following website:
http://www.opr.ca.gov/index.php?a=planning/gpg.html

Scheduling and costs associated with planned improvements on Departmental ROW should be listed, in addition to identifying viable funding sources correlated to the pace of improvements

for roadway improvements, if any. Please refer to the state OPR's *2003 General Plan Guidelines,* page 106.

Traffic Impact Study (TIS) - Please include the information detailed below in the TIS to ensure that project-related impacts to state roadway facilities are thoroughly assessed. We encourage the Town to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work. The Department's "Guide for the Preparation of Traffic Impact Studies" should be reviewed prior to initiating any traffic analysis for the project; it is available at the following website:
http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. State ROW should be clearly identified.

2. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.

3. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.

3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all significantly affected roadways, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and degradation to existing and cumulative levels of service. Lastly, the Department's LOS threshold, which is the transition between LOS C and D, and is explained in detail in the Guide for Traffic Studies, should be applied to all state facilities.

4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.

5. The project's consistency with the Santa Clara Valley Transportation Authority's Congestion Management Plan should be evaluated.

6. Mitigation should be identified for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic.

Community Planning - The Department encourages you to locate any needed jobs and neighborhood services near major mass transit nodes, and connected to these nodes with streets configured to facilitate walking and biking, as a means of promoting mass transit use and

reducing regional vehicle miles traveled and traffic impacts on the state highways.

Please consider developing and applying pedestrian, bicycling and transit performance or quality of service measures and modeling pedestrian, bicycle and transit trips that the plan build-out will generate so that impacts and mitigation measures can be quantified. In addition to urban design treatments, these measures could include Travel Demand Management (TDM) policies (for example, lower parking ratios, car-sharing programs, transit subsidies, etc.) to encourage usage of nearby public transit lines.

In addition, please analyze secondary impacts on pedestrians and bicyclists that may result from any traffic impact mitigation measures. Please describe any pedestrian and bicycle mitigation measures and safety countermeasures that would therefore be needed as a means of maintaining and improving access to transit facilities and reducing traffic impacts on state highways.

Encroachment Permit - Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information.
http://www.dot.ca.gov/hq/traffops/developserv/permits/

Please forward at least one hard copy and one CD of the environmental document, along with the TIS, including Technical Appendices, and staff report to the address below as soon as they are available.

José Olveda, Associate Transportation Planner
Community Planning Office, Mail Station 10D
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Please feel free to call or email José Olveda of my staff at (510) 286-5535 or jose_olveda@dot.ca.gov with any questions regarding this letter.

Sincerely,

for LISA CARBONI
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

Patrick R. McGill
Senior Counsel - Real Estate

December 17, 2009

VIA E-MAIL akoni.danielsen@sanjoseca.gov

City of San Jose
Attn: Akoni Danielsen
Planning Division
City Hall
200 East Santa Clara Street, 3rd Floor
San Jose, California 95113-1905

Re: Notice of Hearing of a Draft Supplemental Environmental Impact Report for the Baseball Stadium in the Diridon/Arena Area ("Stadium Project") in the City of San Jose ("City")

Dear Ms. Danielsen:

Union Pacific Railroad Company ("UP") provides this letter in response to the above notice. The Stadium Project to construct a baseball stadium is near UP's active rail line. UP wishes to raise the following issues.

Development near the UP rail line can negatively impact freight rail service and create unintended consequences that are in neither UP's nor the City's best interests. The Stadium Project will attract more cars and pedestrians to the areas around the UP rail line. If the Stadium Project is expected to generate increased vehicular traffic on the surrounding roads, including nearby at-grade public road crossings of UP's rail right of way, then the City should consider requiring the developer of the Stadium Project to grade separate nearby at-grade public road crossings. If the impact of the Stadium Project on local vehicular traffic is not known, then a traffic study should be conducted to determine the impact on nearby at-grade road crossings of UP's rail right of way. This would help the City minimize conflicts between vehicles and rail operations.

In addition to the obvious safety concerns of which UP remains vigilantly aware, increased conflicts between vehicular and train traffic can result in trains being forced to proceed more slowly through the City, and/or to make more frequent emergency stops, which make rail service less effective and efficient. In the event of train slowdowns or stoppages, train cars may be forced to block at-grade roadway intersections, causing traffic disruptions. Moreover, the

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interaction of people and trains may make people all the more aware of the natural and unavoidable futures of rail service, including noise, mechanical odors and vibration.

Any outdoor recreation area near UP rail right of way creates concerns about pedestrian safety which must be addressed. More specifically, a large concentration of outdoor activity near the UP rail right of way raises the likelihood that trespassers will intrude on the right of way. This City should consider requiring the developer to install a barrier wall or fence and "No Trespassing" signs designed to prevent users of the Project from trespassing onto the right of way. Buffers and setbacks should also be required adjacent to the right of way.

Please give notice to UP of all future hearings and other matters with respect to the Stadium Project as follows:

Mr. Wesley J. Lujan
Union Pacific Railroad Company
Director Public Affairs
915 L Street, Suite 1180
Sacramento, California 95814

With a copy to:

Ms. Donna Coltrane
Union Pacific Railroad Company
1400 Douglas Street - STOP 1580
Omaha, Nebraska 68179-1580

Please do not hesitate to contact the undersigned if you have any questions or concerns.

Sincerely,

Patrick R. McGill

cc: Mr. Wesley J. Lujan
Union Pacific Railroad Company

Mr. David Thatcher
Union Pacific Railroad Company

pillsbury

Pillsbury Winthrop Shaw Pittman LLP
50 Fremont Street | San Francisco, CA 94105-2228 | tel 415.983.1000 | fax 415.983.1200
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Todd W. Smith
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December 16, 2009

Akoni Danielsen
City of San Jose, Planning Division
200 East Santa Clara Street, 3rd Floor
San Jose, CA 95113-1905

Re: Supplemental Environmental Impact Report for the Baseball Stadium in the Diridon/Arena Area

Dear Mr. Danielsen:

This firm represents Stand For San Jose, a coalition of entities and individuals including individual citizens of the City of San Jose and the San Jose Giants. Stand For San Jose's members are vitally concerned with the future of the City of San Jose ("the City"), and seek to ensure that issues critical to taxpayers, jobs, local businesses and neighborhoods are put first when the City evaluates proposed development projects that have the potential to significantly reshape the City's way of life. To this end, Stand For San Jose promotes a vigorous public planning and environmental review process to make certain that the City's citizens and decision makers have all of the information necessary to make informed decisions.

This letter provides Stand For San Jose's comments on the scope of the proposed Supplemental Environmental Impact Report ("SEIR") being prepared by the City for the "Baseball Stadium in the Diridon/Arena Area" ("Stadium" or "Project").[1] As stated in the Notice of Preparation ("NOP"), the City is proposing certain project changes related primarily to the size of the Stadium, as well as the location and size of parking facilities. The NOP states that the SEIR is being prepared for the limited purpose of analyzing and disclosing the environmental impacts of the proposed project revisions on traffic and global climate change, as well as updating the

[1] The City certified an EIR for the Project in February 2007 ("2007 EIR"). *See* Planning Commission Resolution 07-009.

alternatives analysis to compare the revised Project with the project reviewed in the 2007 EIR.

As explained below, the proposed scope of the SEIR is inadequate for purposes of complying with the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines.[2] Pursuant to Guidelines § 15162(a)(2), substantial changes have occurred with respect to the circumstances under which the Project is being undertaken, requiring major revisions to the analysis in the 2007 EIR. In particular, the 2007 EIR asserted that the analysis of certain impacts was premature given that the City had yet to identify a specific major league baseball team to occupy the stadium. Based on recent statements by the owners of the Oakland Athletics ("the A's") regarding their desire to relocate the A's to San Jose, as well as statements by City officials encouraging such relocation, any notion that San Jose intends to use the Stadium to attract a team other than the A's must be abandoned. As such, the City must fulfill its commitment in the 2007 EIR to expand its environmental analysis once a specific team for the Stadium had been identified.

In addition, new information of substantial importance is now available which shows the Project could cause new, or substantially more severe, environmental effects. *See* Guidelines §§ 15162(a)(3)(A), (B). Specifically, since the certification of the 2007 EIR, the Santa Clara Valley Transit Authority ("VTA") and the California High Speed Rail Authority ("HSRA") have both formalized plans to extend service to include a significantly expanded intermodal transit station at Diridon Station. Thus, a significant expansion of Diridon Station from these two projects is reasonably foreseeable, and the SEIR must analyze cumulatively the impacts from such expansion, taken together with the impacts from the Stadium, on the surrounding area. Further, the City is currently processing applications for several significant new development projects, all of which post-date the 2007 EIR, in the general vicinity of the Diridon Station/Arena area. The cumulative impacts of these projects must also be analyzed together with the Stadium project.

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[2] Pub. Res. Code § 21,000 et. seq. CEQA is implemented through the State CEQA Guidelines ("Guidelines") found at 14 Cal. Code Regs. § 15,000 et seq.

A. The City Should Update the Environmental Analysis for the Entire 2007 EIR So That the Public and the City's Decision Makers Have Current Accurate Information Regarding the Stadium's Potential Environmental Impacts.

Since certification of the 2007 EIR, the City has not taken any action on the Project in reliance on the 2007 EIR; nor has the City made the required CEQA findings of fact, or adopted a statement of overriding considerations or mitigation monitoring and reporting plan. Given the age of the 2007 EIR and the City's lack of project action (including not filing a Notice of Determination), reliance on the 2007 EIR would undermine the primary purpose of CEQA to disclose the potential environmental effects of a project to the public and decision makers. Intervening developments may have significantly altered the environmental baseline. Rather than rely on a two-year old EIR, the SEIR should update the environmental baseline for each impact area and, where necessary, update the environmental analysis as well.

B. The Identification of the A's as the Major League Baseball Team Likely to Occupy the Stadium Dictates that the City Supplement the 2007 EIR to Update the Potential Traffic Impacts on I-880.

In the 2007 EIR, the City indicated that, because it had yet to identify a specific major league baseball team to occupy the Stadium, analyzing certain impacts related to traffic on I-880 could be deferred to some future time. Specifically, in "Master Response Transportation, Circulation and Parking # 4 I-880," the City concluded it was not necessary to analyze the potential impacts on I-880 from A's fans travelling south from Alameda County to attend A's games at the Stadium. *See* First Amendment to Environmental Impact Report (Responses to Comments), p. 13. According to the City, "[i]f and when the City decides to pursue a ballpark at the subject site and a potential team is identified, the City will consider whether the assumptions made in this EIR remain valid or whether supplemental analysis is needed." *Id.* Based on recent developments, it is clear that the City has decided to pursue a ballpark at the subject site and pursue a particular team – the A's.

In the December 2009 issue of San Francisco Magazine, an article titled "Now, pitching for San Jose ..." provides:

> [A's owner Lew] Wolff is busy behind the scenes, planning the San Jose A's. *He has in mind the plot of land 500 strides directly south of HP Pavilion*, where the Sharks play. *Using* no public money, on *land the city has already bought* and would lease or sell to [John] Fisher and Wolff, *the A's would build a ballpark with 32,000 seats* that would be the most intimate in baseball. It would cost a relatively cheap $400 million or so,

> because of the recession; look modern, rather than retro; feature all manner of Silicon Valley high-tech bells and whistles; and be sponsored by Cisco – and it could be finished two or three years after the go-ahead. Wolff wouldn't be able to develop a mall or anything else around it – to his chagrin. "*The land we're getting is just for the ballpark ....*" (Emphasis added).

The proposed 32,000 seat stadium "500 strides directly south of HP Pavilion" on "land the City has already bought" is clearly the proposed Project.

Further, according to an October 31, 2009 article in the San Jose Mercury News, San Jose Mayor Chuck Reed and other city officials have "*been assembling plans* for a privately financed $489 million ballpark." (Emphasis added). This news report is consistent with a April 2, 2009 Memorandum from San Jose Mayor Chuck Reed to the San Jose City Council, in which Mayor Reed stated that "[w]e must be ready should the team and Major League Baseball make a decision to allow the A's to pursue development of a stadium in San Jose."

Since it is now clear that officials from the City and the A's view the Stadium as the destination for the A's franchise if the A's elect to leave Oakland, the City must keep its commitment in the 2007 EIR to analyze the traffic impacts on I-880 from A's fans travelling south from Alameda and Contra Costa Counties, the A's long-time existing territory, to games in San Jose. This revised traffic analysis should not stop at impacts on the I-880, however. With a potentially disproportionate number of A's fans coming from the north, the City must reanalyze the assumptions in the 2007 SEIR regarding Stadium area parking and traffic impacts, including specifically freeway on- and off-ramp and intersection levels of service.

Also, while the 2007 EIR indicates that traffic distribution for A's games would most likely be similar to that for San Jose Sharks' games, this proposition seems questionable and will need to be tested and analyzed in the SEIR. Unlike the Sharks, which began as a new franchise with no existing fan base, the A's are an existing franchise with a long-established fan base. Thus, while the Sharks' fans are more likely to be distributed throughout the Bay Area, with an emphasis in the South Bay, the A's fan base is heavily based around the A's existing home in Oakland. Compared to the Sharks, a higher percentage of fans would be expected to come from Alameda and Contra Costa Counties. Further, the proposed Stadium would have nearly twice the seating capacity of HP Pavilion. The SEIR needs to analyze whether certain intersections that might operate at sufficient levels for Sharks' games would nonetheless reach a "critical mass" given the significantly greater number of people

who would be attending games at the Stadium, a larger percentage of which would be coming from the north.

C. The SEIR Must Analyze the Potential for Urban Decay Around the Oakland Coliseum that Could Result from the A's Relocation.

In *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184 ("*Bakersfield Citizens*"), the California Court of Appeal held that two EIRs for large commercial shopping centers were deficient for failing to analyze the centers' potential to indirectly cause urban decay in downtown Bakersfield. Citing Guidelines § 15064(e), the court found that when the economic or social effects of a project cause a physical change, this change must be regarded as a physical effect in the same manners as any other physical change from the project. "[W]hen there is evidence suggesting that the economic and social effects caused by [a project] ultimately could result in urban decay or deterioration, then the lead agency is obligated to assess this indirect impact. ... The lead agency cannot divest itself of its analytical and informational obligations by summarily dismissing the possibility of urban decay or deterioration as a 'social or economic effect' of the project." *Id.* at 1209.

Since new information now demonstrates that the Stadium is being developed as a proposed future home for the A's, the SEIR must analyze the potential indirect effects on the Oakland Coliseum area that will result from the A's relocation to San Jose. In other words, just as the shopping centers in *Bakersfield Citizens* had the potential to lead to urban decay in downtown Bakersfield as the result of the closure of downtown businesses, so to does the relocation of the A's to San Jose have the potential to lead to urban decay or deterioration in the area surrounding of the Oakland Coliseum due to the loss of one of the Coliseum's primary tenants and attractions.

The Oakland Coliseum is a center piece in the City of Oakland's broad ranging Coliseum Redevelopment Area Plan.[3] A residential transit village and other commercial developments are planned in the immediate vicinity of the Coliseum. One of the City of Oakland's major selling points for this area is the fact that the Coliseum hosts several professional sports franchises, including a major league baseball team.[4] The A's use the Coliseum more than any other tenant, and if the A's

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[3] For information regarding the Coliseum Redevelopment Area, see: www.business2oakland.com.

[4] *See* Coliseum Marketing Brochure, available at www.business2oakland.com.

leave the Coliseum, that facility could sit empty and unused on at least 81 additional dates, with no viable replacement, a result that could potentially lead to neglect. In such a situation, the attractiveness of the area around the Coliseum as a redevelopment opportunity would significantly decrease. Under established CEQA authority, the potential for the loss of the A's to have an indirect adverse impact on the Coliseum Redevelopment Area must be analyzed in the SEIR.

D. The SEIR Must Analyze the Environmental Effects of Amending Various City Land Use Plans and Policies.

The 2007 EIR considered whether development of the Stadium in the Diridon/Arena area was consistent with the City's various land use plans and policies, including the City's General Plan, the Diridon/Arena Strategic Development Plan, the Midtown Specific Plan, and Burbank/Del Monte and Delmas Park Neighborhood Plans. It concluded the Project would be inconsistent with these plans or certain policies within them. According to the 2007 EIR, the plans would have to be amended prior to approval of the Project. *See* 2007 EIR, p. 50-59. However, the 2007 EIR deferred analysis of the environmental effects of amending these plans until *after* the potential ballot measure.

The City's proposal to defer environmental analysis of certain impacts until after the electorate's consideration of the potential ballot measure was legally dubious. As emphasized by the California Supreme Court in *Save Tara v. City of West Hollywood* (2008) 45 Cal.4th 116, environmental review must occur as early in the project planning process as possible in order to avoid an EIR becoming a "post hoc rationalization" for a project to which the public agency has already committed. The City's effort to defer environmental analysis of certain impacts of the Project until after the potential ballot measure clearly violates *Save Tara* because the very action of seeking approval of the Project from the electorate evidences an early commitment to the Project by the City. *See* Guidelines § 15352(a). The City has a duty to analyze and disclose all of the potential environmental effects of the Project *before* seeking approval from the electorate. *Friends of Sierra Madre v. City of Sierra Madre* (2001) 25 Cal.4th 165, 187. Otherwise, the electorate would be making an ill-informed decision and the necessary further environmental review would be consumed by

"bureaucratic and financial momentum," rendering further analysis "practically moot." *Save Tara*, 45 Cal.4th at 130, n. 9.[5]

Regardless of the viability of this position in 2007, the substantial changes in circumstances since the 2007 EIR was prepared dictates that the impacts from amending the various City plans be analyzed in the SEIR. As discussed above, since the certification of the 2007 EIR, the City is no longer speculating regarding which major league team it has targeted to occupy the Stadium. San Jose's mayor has publicly stated that the City "must be ready" to accommodate the A's, and the A's have stated their intent to seriously consider relocation to San Jose. Thus, statements in the 2007 EIR that the environmental effects of wholesale amendments to the City's various plans and policies will be analyzed only if "the voters authorize the use of public funds and the City Council *then* pursue development of a ballpark at the proposed site" are of no effect now since the City is actively pursuing a ballpark at the proposed site. In order to approve the proposed ballot measure for consideration by the electorate, the SEIR must be legally adequate; and, in order for the SEIR to be legally adequate, it must analyze the potentially significant environmental effects that could result from amending the City's various plans and policies.

E. The SEIR Must Analyze the Impacts from New, Reasonably Foreseeable Projects in the Vicinity of the Stadium.

The 2007 EIR described the then-existing environmental baseline, identified several cumulative projects, and then analyzed the cumulative impacts from the Project accordingly. Since 2007, new information of substantial importance related to additional cumulative projects in the vicinity of the Diridon Station demonstrates that the Project may have new or substantially more severe impacts than previously disclosed.

In particular, planning for two significant regional transit projects has advanced and identified the Diridon Station as a proposed regional transit hub. In June 2007,

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[5] The City's attempt to segment analysis of the environmental impacts from the various City plan amendments is also a clear violation of the CEQA doctrine of "piecemealing." *See* Guidelines §§ 15063(a)(1), 15126.2(d); *see also Bozung v. Local Agency Formation Comm'n.* (1975) 13 Cal.3d 263, 284. As provided in *Bozung*, CEQA prohibits segmenting of projects so that "environmental considerations do not become submerged by chopping a large project into many little ones – each with a minimal potential impact on the environment – which cumulatively may have disastrous consequences." The City must correct this error in the SEIR.

following certification of the 2007 EIR, VTA certified a final supplemental environmental impact report for the Silicon Valley Rapid Transit Corridor ("SVRTC") project. Since that time, VTA, in coordination with the Federal Transit Administration ("FTA"), has published a draft environmental impact statement ("EIS"), and is in the process of preparing a final EIS for release in late 2009, for the SVRTC project.[6] In July 2008, the HSRA certified the Bay Area to Central Valley Final Program EIR, and on January 9, 2009 published a Notice of Preparation for the "Project Environmental Impact Report/Environmental Impact Statement for a San Francisco to San Jose High Speed Train System."

These two projects both identify Diridon Station as an intermodal transit center with projected levels of service far greater than today, and involve the significant expansion of the Diridon Station footprint.[7] Comparing the proposed Diridon Station footprint to the Stadium footprint reveals a potential conflict between the location of the Stadium's revised parking facilities and the Diridon Station parking facilities. Further, the SVRTC project involves extensive excavation related to construction of the subway box under the Diridon Station, which must be considered in conjunction with the Project's own significant excavation plans. Most importantly, both projects will add a significant number of new riders to the Diridon Station. The High Speed Rail project alone proposes to add 86 trains per day and more than 15,000 boardings at Diridon Station. While public transportation projects can benefit the environment, localized impacts on traffic (including specifically intersection levels of service, freeway on- and off-ramps and freeway segments), parking, noise and air quality due to carbon hotspots and greenhouse gas emissions often result from heavy use of particular stations. The impacts in the areas of traffic, parking, noise and air quality from the combination of the Stadium and these two significant transportation projects must be analyzed in the SEIR.

Finally, in addition to the SVRTC and High Speed Rail projects, the City is currently processing applications for several other development projects in the vicinity of the Diridon Station area, all of which were filed after the 2007 EIR was certified. These projects include: a proposed 18,000-seat soccer stadium; a mixed-use project combining 600 residential units and 30,000 square feet of commercial space located

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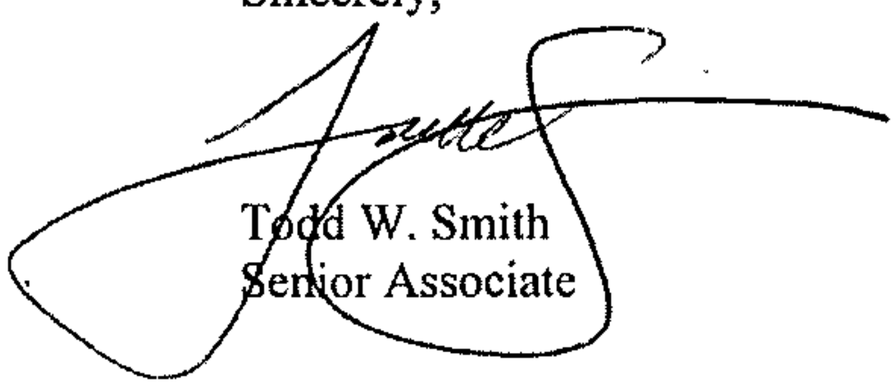
[6] The 2007 EIR makes a passing reference to the SVRTC project as a planned BART station adjacent to the stadium site. While the 2007 EIS elected not to analyze the proposed project, significant new information concerning this project has made it reasonably foreseeable.

[7] *See* draft EIS, Figure 2-19.

on the site of the Japantown Corporation Yard; two other mixed-use projects (one with 825 residential units and 50,000 square feet of commercial space, the other with 218 units and 22,600 square feet) just south of the Project site near West San Carlos Street; and an urban public market on the east side of Highway 87. All of these projects are as close or closer to the Stadium than the cumulative projects studied in the 2007 EIR, and therefore the SEIR must analyze the cumulative impacts from these projects, in combination with the Stadium, on all impact areas, including specifically parking demand, intersection and freeway on- and off-ramp levels of service, and freeway operations.

For the foregoing reasons, the proposed scope of the SEIR is too narrow, and must be expanded as indicated above in order to satisfy the requirements of CEQA.

Sincerely,



Todd W. Smith
Senior Associate

San Jose Arena Authority

[illegible]
[illegible] CA 95[illegible]
[illegible]
[illegible]
[illegible]

December 16, 2009

Akoni Danielsen
City of San Jose
Planning Division
City Hall, 3rd Floor
200 East Santa Clara Street
San Jose, CA 95113-1905

Dear Akoni:

The San Jose Arena Authority appreciates the opportunity to respond to the Draft Supplemental Environmental Impact Report for the Baseball Stadium in the Diridon/Arena Area. Please be advised that the items listed below specifically relate to the potential impacts of the baseball stadium on the continued operations at HP Pavilion at San Jose. The Arena Authority considers the Draft Supplemental Environmental Impact Report as a critical foundation document in the evolutionary process for the design and construction of the baseball stadium project in the Diridon/Arena area.

The Arena Authority respectfully requests that the following issues be considered at the forefront of discussions with the City and other critical stakeholders in the development and implementation of this significant stadium project:

- Identification of issues specifically relating to stadium construction and operation
- Significant land development issues contemplated in the Diridon/Arena area
- Coordinated analysis of Pavilion and stadium on-site and off-site parking issues
- Coordinated analysis of Pavilion and stadium vicinity road and traffic issues
- Public transit options currently under consideration in the Diridon/Arena area
- Analysis of pedestrian access issues in and around the Diridon/Arena area
- Evaluation of Pavilion event coordination issues with stadium construction and operation
- Analysis of residential neighborhood integrity issues during stadium construction and operation
- Integration of stadium operations plans with Pavilion event management plans
- Establishment of standing stakeholder committees to oversee stadium construction and operation

I appreciate your consideration on the items listed on the previous page and look forward to continuing to work cooperatively on this important stadium project. Please feel free to contact me with any comments or questions. I can be reached at morrisey@sjaa.com or at 408-977-4783.

Sincerely,

Chris Morrisey
Executive Director

cc: Members of the Arena Authority Board of Directors
Members of the Arena Events Operations Committee
Jim Benshoof, HP Pavilion Management
Jim Goddard, HP Pavilion Management
Kip Harkness, Redevelopment Agency
Dennis Korabiak, Redevelopment Agency
Hans Larsen, Department of Transportation
Abi Maghamfar, Redevelopment Agency
Jim Ortbal, Department of Transportation

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
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P. O. BOX 942873
SACRAMENTO, CA 94273-0001
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CITY OF SAN JOSE
PLANNING DEPARTMENT

December 14, 2009

Akoni Danielsen
City of San Jose
200 East Santa Clara Street
San Jose, CA 95113-1905

Dear Akoni Danielsen:

City of San Jose's Notice of Preparation of a Draft Environmental Impact Report for the Ballpark Study in the Diridon Arena Area; SCH# 2005112126

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public and special use airports and heliports.

This proposal is for the modification of the prior proposal to construct a major league baseball stadium to accommodate 45,000 visitors. The modified proposal would allow for a seating capacity of up to 36,000. The project site is located approximately 8,500 feet southwest of the San Jose International Airport; Norman Y. Mineta (SJC) and will be subject to aircraft overflights.

The Division submitted comments on the prior proposal in letters dated December 13, 2005 and March 28, 2006. As we previously stated, the proposal must be submitted to the Santa Clara County Airport Land Use Commission (ALUC) for a consistency determination. The proposal should also be coordinated with SJC staff to ensure that the proposal will be compatible with future as well as existing airport operations.

California Public Utilities Code Section 21659 prohibits structural hazards on or near airports. Structures should not be at a height that will result in penetration of the approach imaginary surfaces in accordance with Federal Aviation Regulation (FAR) Part 77 "Objects Affecting Navigable Airspace." To ensure compliance with FAR Part 77 notification requirements, submission of a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) will be required. Form 7460-1 is available at http://forms.faa.gov/forms/faa7460-1.pdf.

If pyrotechnics will be used, this must be addressed in the Draft Environmental Impact Report. Since the stadium is within aircraft flight tracks, the impacts associated with fireworks displays must be considered. In general, the use of pyrotechnics within or adjacent to navigable airspace should be considered detrimental to aviation safety and should be prohibited.

The FAA typically requires a temporary flight restriction (TFR) if a stadium is going to host certain events. Usually a stadium TFR prohibits an individual from flying below 3,000 feet above ground

level within three nautical miles of any stadium having a seating capacity of 30,000 or more people in which a "Major League Baseball, National Football League, NCAA Division One Football, or major motor speedway event is occurring." As such, this proposal may negatively impact aircraft operations at the airport.

Aviation plays a significant role in California's transportation system including the movement of people and goods within and beyond our State's network of over 250 airports. Aviation contributes nearly 9 percent of both total State employment (1.7 million jobs) and total State output ($110.7 billion) annually. These benefits were identified in a study entitled, "Aviation in California: Benefits to Our Economy and Way of Life," prepared for the Division and available at http://www.dot.ca.gov/hq/-planning/aeronaut/. Aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services, annually transports air cargo valued at over $170 billion and generates over $14 billion in tourist dollars, which in turn improves our economy and quality-of-life.

The protection of airports from incompatible land use encroachment is vital to California's economic future. SJC is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports in California is both a local and a State issue, airport staff, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

These comments reflect the areas of concern to the Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our District 4 Office in Oakland concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

Sandy Hesnard

SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse, Santa Clara County ALUC, SJC

Santa Clara Valley Water District

5750 ALMADEN EXPWY
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CITY OF SAN JOSE
PLANNING DEPARTMENT

File: 30932
Los Gatos Creek

December 10, 2009

Mr. Akoni Danielsen
Planning Division
City of San Jose
200 East Santa Clara Street, 3rd Floor
San Jose, CA 95113-1905

Subject: Notice of Preparation of a Draft Supplemental Environmental Impact Report for the Baseball Stadium in the Diridon/Arena Area

Dear Mr. Danielsen:

The Santa Clara Valley Water District (District) has reviewed the Notice of Preparation (NOP) of a Draft Supplemental Environmental Impact Report (SEIR) for the Baseball Stadium in the Diridon/Arena Area dated November 2009.

The District does not have any comments regarding the scope of the SEIR. Please continue to forward project information to the District, including a copy of the SEIR when available, as the District has an interest in potential impacts of this project on water resources and on District property located within and adjacent to the project boundary.

If you have any questions or need further information, you can reach me at (408) 265-2607, extension 2322.

Sincerely,

Colleen Haggerty, P.E.
Associate Civil Engineer
Community Projects Review Unit

cc: S. Tippets, M, Martin, C. Haggerty, File

30932_52584ch12-10

CITY OF CAMPBELL
Community Development Department

December 7, 2009

City of San Jose
Attn: Akoni Danielsen
Planning Division
City Hall, 200 East Santa Clara Street, 3rd Floor
San Jose, CA 95113-1905

Re: NOP – Baseball Stadium Supplemental EIR

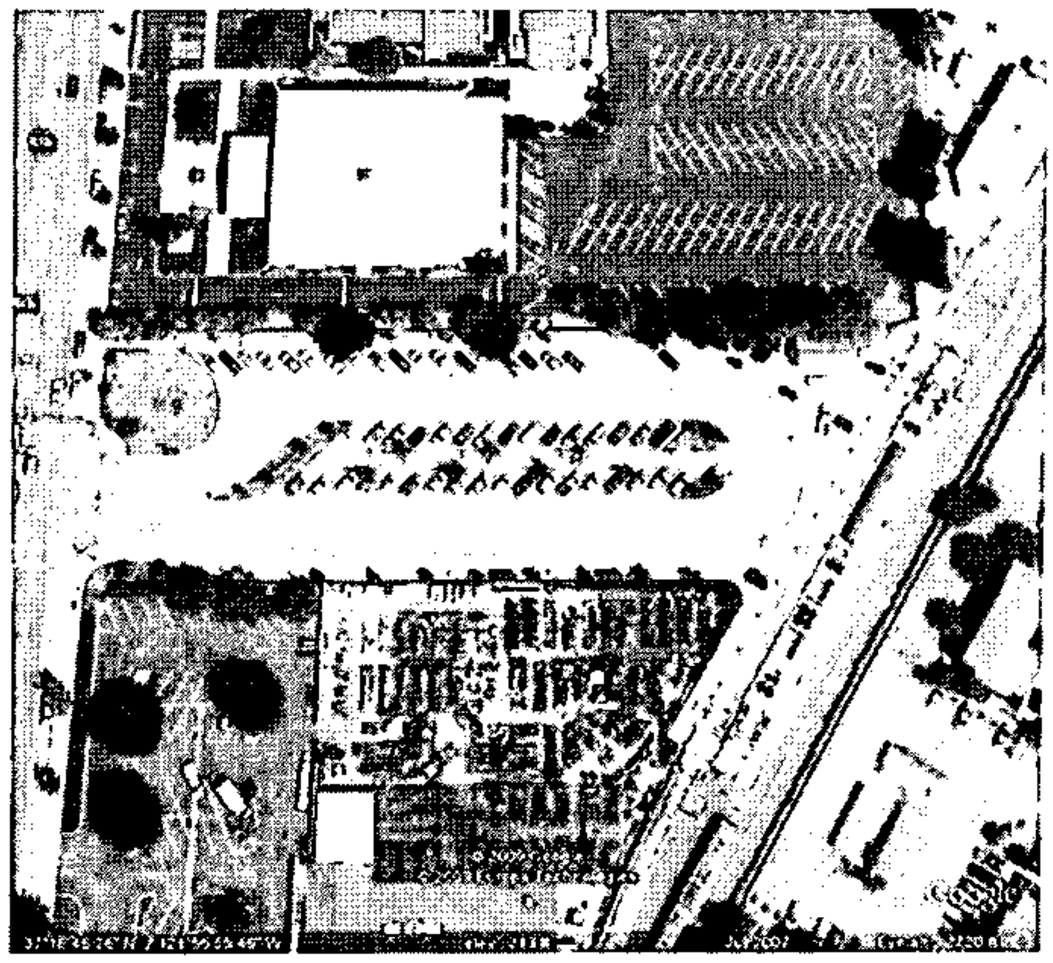
Dear Mr. Danielsen:

The City of Campbell received a Notice of Preparation (NOP) for a Supplemental Environmental Impact Report (SEIR) to analyze the potential impacts associated with changes to a previously analyzed major league baseball stadium located in the City of San Jose. It is understood that the original EIR, which analyzed a 2006 stadium proposal consisting of a 45,000 seat stadium and a 1,200 vehicle structured parking garage, was certified in February 2007. Proposed changes to the originally analyzed project consist of a smaller maximum seating capacity stadium at 36,000 seats, an option to reposition the stadium and parking modifications. The parking modifications would be addressed under one of three options; a Montgomery/Autumn Street parking structure, an HP Pavilion parking structure, or a "no parking structure" option.

The City of Campbell appreciates the opportunity to comment on the NOP and requests to be involved in the environmental review process to ensure that the project will avoid significant environmental impacts to the City of Campbell. The City's primary concern with the modified proposal is the "no parking structure" option, although the demand on the light rail network with the other two options noted in the NOP could equally create impacts that may require proper mitigation. With the "no parking structure" option, relying on existing surface and structured parking opportunities within a ¾ mile radius of the project site without adding new parking opportunities will undoubtedly increase the ridership of the light rail system. Although the City of Campbell supports the use of alternative forms of transportation, increasing light rail ridership in the City of Campbell with such a project may have the potential to overflow vehicles into surrounding neighborhoods, creating additional impacts to the City's infrastructure, public parking, and vehicular circulation.

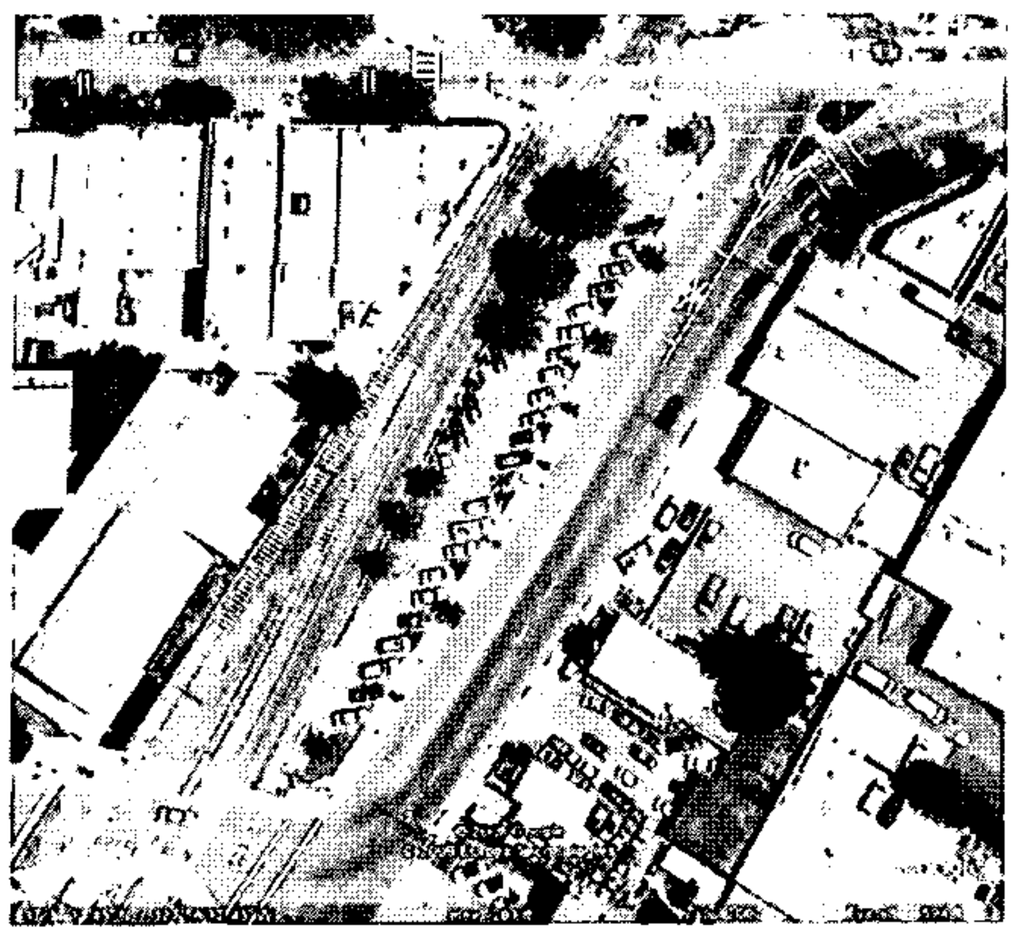
For example, the City of Campbell currently has three rail stops; the Winchester station, the Downtown station, and the Hamilton station. Each station has its own set of constraints and limitations to increased ridership as revealed in the following photographs:

Winchester Station



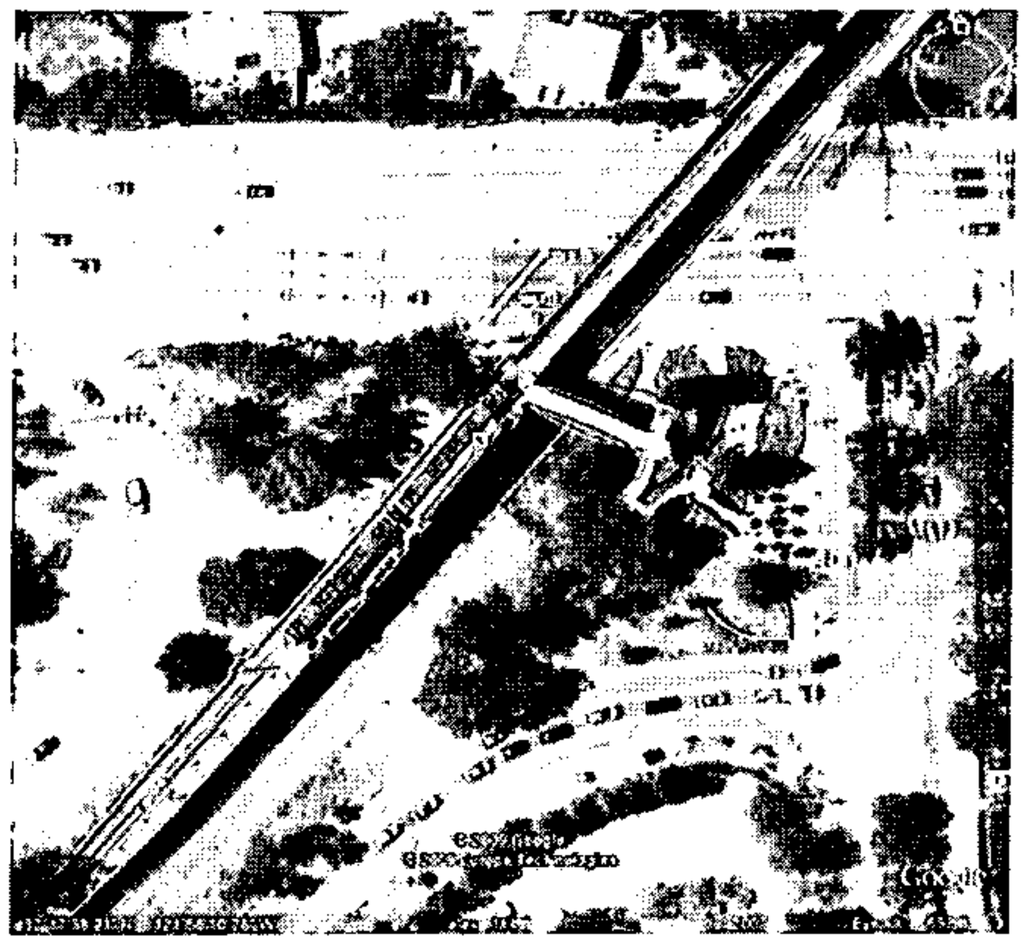
The Winchester Station has approximately 54 stalls of which three are designated for ADA accessible parking. As revealed in the attached photo taken from Google Earth, most if not all of the stalls are used on a daily basis. Assuming that there will be day or early evening stadium activities, parking issues will inevitably exist at this station.

Downtown Station



The Downtown Station has approximately 33 stalls of which two are designated for ADA accessible parking. As revealed in the attached photo from Google Earth, most if not all of the stalls are used on a daily basis. Assuming that there will be day or early evening stadium activities, parking issues will inevitably exist at this station.

Hamilton Station



The Hamilton Station has zero parking stalls and is intended to serve the mixed use surrounding neighborhood. Therefore, there would be no public parking available for patrons to the planned stadium.

Assuming the no-parking structure option is selected, it is likely that the need to provide additional parking within the City of Campbell would increase as stadium visitors use simpler more convenient commuting opportunities. Even though the City supports the use of light rail, the burden to provide additional parking opportunities should not be placed on Campbell residents. Therefore, this issue should be clearly analyzed within the proposed SEIR and appropriate mitigation incorporated to address parking impacts.

In addition, the SEIR should review the cumulative impacts associated with the subject project and future conditions (e.g., projects, development) such as high speed rail, Bart extensions, and land use build out scenarios, and its potential impact on the parking available in the City of Campbell.

The City looks forward to reviewing the draft SEIR once prepared and will make ourselves available should you have any questions regarding issues included within this letter. Please forward a copy of the draft document to my attention so I may review the parking discussion.

Sincerely,

Paul Kermoyan
Planning Manager

C: Kirk Heinrichs, Community Development Director
Bob Kass, Public Works Director

Danielsen, Akoni

From: Helen Chapman [4chapmanfam@sbcglobal.net]
Sent: Friday, December 18, 2009 5:01 PM
To: Danielsen, Akoni
Cc: Eloy Wouters; Laurie Kelm; Oliverio, Pierluigi; Marc Morris
Subject: Scoping Comments for Baseball SEIR
Importance: High

Right-c here to downl

Helen Chapman
1556 Hester Av
San Jose CA 95126

December 18, 2009

Dear Akoni:

Thank you for allowing me to comment on the Supplemental Draft EIR for the Baseball Stadium in the Diridon/Arena Area. I am appreciative of the additional analysis given to this project area in light of the decision by the City of San Jose to bring the Oakland A's to San Jose. The original EIR did not take into account the geographic location of the proposed baseball team thus a thorough and complete traffic analysis was not addressed.

I believe the following to be substantial reasons for revisiting the EIR and recirculated:

1st amendment, RTC, p.13: Master Response #4
"if and when the City decides to pursue a ballpark at the subject site and a potential team is identified, the City will consider whether the assumptions made in this EIR remain valid or whether suppliemental analysis is needed"

Since now indeed a team has identified and these assumptions were based on fan surveys at two Shark games in Nov 2005 of which only 20% traveled from Alameda and Contra Costa counties, this indeed all seems to warrant supplemental analysis above and beyond just fixing the erroneous data in the F-EIR.

==========

An octal sound analysis by an independent sound engineer was requested in comments C6-46 through C6-48 (1st amendment, RTC, p.138). A well-known expert in the field deemed the response to these comments as inadequate. This was brought up at the planning commission hearing of Feb 28 2007, however since there was no noise consultant on hand during this meeting, a non-expert commissioner hand waved himself out of having to address this by
stating that open air stadiums fundamentally have noise impacts. Whereas I do not dispute this, this statement shows a gross under representation of the extent of these noise impacts in particular from low frequency sky waves in addition to ground waves. Please refer to the issues that residents of Palo Alto have with concerts at Shoreline Amphitheatre more than two miles away. The commission however did

not call for an independent analysis since they felt the baseball stadium was not going to be built.

Please note that this hearing occurred six months after the announcement on Aug 31 2006 by Lew Wolff: "owner gives up on moving A's to S.J.". At the planning commission hearing of Feb 28 2007 (item 4c), the first motion to certify the F-EIR failed because of lack of a second. Then it was stated that the point was moot, "it was not the bottom of the ninth", approximately
60 mins of further discussion followed about the fact that there was no team or stadium or Project, which would mean that this F-EIR even if certified would need further evaluation in order to be used in the future. Commissioners still went on record with their issues with the F-EIR. This meeting finally resulted in that the motion to certify the F-EIR passed 4-2-1.

I therefore respectfully request that at this opportunity of a Supplement to the FEIR this will be rectified and this octave analysis will be properly performed.

The SEIR should also take into account the traffic patterns of all potential uses for the Fire Training Station property now that the EIR has been amended to add back in the possible use of a park site there as documented in the Midtown Specific Plan, Diridon Station Area and Burbank DelMonte Nac strategic Plan. Note this park site is in addition to not a replacement for other possible park sites for the additional development occurring after the original EIR.

The SEIR should look at the use of off site parking in other locations throughout San Jose and not preclude from reviewing other cities parking lots along the Light Rail Transit Line.

I respectfully request that the SEIR be aligned with the ongoing review of the High Speed Rail Authority planning process and potential alignments for complete continuity of traffic, land use and transit patterns.

Thank you for the opportunity to contribute the Environmental Review process. I look forward to receiving a copy of the completed SEIR when completed.

Regards,

Helen Chapman

Helen Chapman
1556 Hester Av
San Jose CA 95126-2519

"Never doubt that a small group of thoughtful citizens can change the world. Indeed, it is the only thing that has."
- Margaret Mead

12/21/2009

Danielsen, Akoni

From: Marc Morris [marc1163@sbcglobal.net]
Sent: Friday, December 18, 2009 4:12 PM
To: Danielsen, Akoni
Cc: Eloy Wouters; Tom Sawyer; Janke, Edward; Peter Kolstad; Terri Balandra; Yolanda Reynolds; sbaxter@community-newspapers.com; Andrea Shukis; Christopher Flood; de_hunt@sbcglobal.net; Deborah Arant; Helen Chapman; Jonathan M. Martinez; Bird, Lorie; Ruth Cavagnaro
Subject: Comments on baseball SEIR scope

I welcome and compliment San Jose on the decision to do a supplemental EIR for the proposed baseball stadium. There are two major reasons why this is a good and necessary step. First, in 2006, the prevalent opinion that the A's were going to Fremont meant that the original EIR did not get the attention and involvement from the community that a project of this size and significance deserves. Second, obviously, the conditions around the proposed stadium site have significantly changed. The High Speed Rail and BART stations are now very real possibilities, and other significant projects are under way – for example, the Ohlone Towers project in Mid-Town – that have important traffic and parking impacts.

For these reasons, the original EIR should be substantially revisited and redone.

In particular, the traffic and parking analysis should be completely redone. This analysis needs to be at least as comprehensive as in the original EIR, should expand the geographical area considered for impacts, and should correct the deficiencies in the EIR. To give some specifics, this supplemental EIR should:

1. cover all single and concurrent event scenarios
   - concurrent evening baseball and hockey games
   - concurrent evening baseball game and HP Pavilion concert
   - concurrent weekend baseball game and downtown festival
   - weekday, mid-day baseball game
2. Traffic analysis should now include specific awareness that the A's are the prospective team.
3. consider all relevant time periods, not just the San Jose designated rush hour (this was done in the original EIR, in response to comments). With baseball games starting often at 7PM, the heaviest baseball traffic will probably be between 6 and 6:30 PM. As we all know, commute traffic is still quite heavy during that time period.
4. Similarly, the parking analysis should assume that most baseball fans will be arriving between 6 and 6:30 PM. The SEIR should use a measurement of current parking use at 6PM as the baseline, not at 7PM, as in the original EIR.
5. Traffic analysis should take into account that the severe freeway congestion will divert traffic to local streets to get to parking, probably to the maximum capacity of the local streets. This will result in traffic impacts considerably beyond the relatively small area included in the original EIR. For example, southbound traffic on 280 will exit at Bascom and Meridian, and take local streets to get to downtown parking, rather than sit in freeway gridlock. See my comments on the original EIR for some suggestions on local streets that should be included in the analysis.
6. Consider the effect on bike lanes on Park Ave (in SJ Bicycle Master Plan), if Park is narrowed to 2 lanes near the stadium.
7. the pedestrian analysis needs to be redone, particularly for the 3 new parking scenarios.
8. the traffic analysis should include a higher volume of drop-off traffic. The relatively far flung parking locations mean that there will be a much higher volume of drop-off traffic for baseball

than there is currently for hockey.

9. The current unfortunate economic situation has depressed traffic and parking. The SEIR should anticipate a healthier economy, and forecast appropriate baseline traffic and parking demands.

In addition, the noise analysis should be revisited (especially if the stadium site is shifted), in light of the changed conditions. At a minimum, the following open issues from the original EIR should be addressed:

1. What is the integration period of the Leq study? Over what time were they integrating? What were the peaks?
2. How was the 60 dBA contour derived? The calculations were not included in the EIR, but should have been.
3. What is the model for the Sky Wave?
4. What is the model for the Ground Wave? Was the Ground Wave the only wave modeled for the EIR?
5. What will they do if they don't make the predicted numbers?
6. EIR should provide an Octave Band Analysis to address low frequencies. They are remiss by not doing an Octave Band Analysis for concert noise. This can be accomplished by modeling. A thorough analysis of the impact of music concerts, particularly rock concerts, should include an Octave Band Analysis, which looks at the entire spectrum of sound and the contribution of each frequency. A 9-octave band study should be sufficient; there would be 1 page of data provided for each band, similar to the single page provided for the single dBA now in the EIR. Lower frequency bands will be significantly farther out than the single contour now displayed in the EIR.
7. The EIR misrepresents the noise contour for concerts, which use single point sound systems. The contour should be more elliptical, and should point into the neighborhood, since the neighborhood will be in front of the stage.
8. Jet noise will interfere with PA announcements, so the planned location will have the same issues, maybe even more with the airport landing and take off noise than the FMC site. This was not addressed.

Thank you for your efforts.

Marc Morris

County of Santa Clara

Parks and Recreation Department

298 Garden Hill Drive
Los Gatos, California 95032-7669
(408) 355-2200 FAX 355-2290
Reservations (408) 355-2201
www.parkhere.org

December 19, 2009

City of San Jose
Department of Planning, Building, and Code Enforcement
Planning Division
Attn: Akoni Danielsen, Principal Planner
200 East Santa Clara Street, Tower, 3rd Floor
San Jose, CA 95113-1905

Subject: Notice of Preparation for a Draft Supplemental Environmental Impact Report (SEIR) for a Baseball Stadium in the Diridon/ Arena area (PP05-214)

Dear Mr. Danielsen:

The Santa County Parks and Recreation Department ("County Parks Department") is in receipt of Notice of Preparation for a Draft Supplemental Environmental Impact Report (SEIR) for a new baseball stadium in the Diridon/ Arena area in San Jose. The County Parks Department's comments are primarily focused on potential impacts related to the *Santa Clara County Countywide Trails Master Plan Update* relative to countywide trail routes, public access, and regional parks.

The Draft SEIR should include a discussion related to the *Santa Clara County Countywide Trails Master Plan Update ("Countywide Trails Master Plan Update")*, an element of the Parks and Recreation Section of the County General Plan that the County of Santa Clara Board of Supervisors adopted on November 14, 1995.

The Draft SEIR should describe the following proposed countywide trail route, which offers opportunities for non-motorized transportation connections to the surrounding neighborhoods, parks, trails, and open space areas.

- ***Los Gatos Creek Sub-regional Trail*** (Route S4) – Per the Countywide Trails Master Plan Update, this regional trail is designated as an on-street bicycle route with parallel trail; route within road right of way for hiking and on-road cycling and is proposed adjacent to the project site.

The Draft SEIR should acknowledge the proposed Los Gatos Creek Sub-regional Trail route (S4) adjacent to the project site, as an opportunity to provide trail connections between the baseball stadium and the nearby parks and countywide trails network. Approximately 0.65 miles south of the proposed project site, the City of San Jose continues to work cooperatively with the community, property owners and stakeholders including the County of Santa Clara, Santa Clara Valley Water District, and the Santa Clara County Open Space Authority on the acquisition, planning and development of the Willow Glen Spur Trail, from Lonus Street to Guadalupe River, as part of the City's implementation of the Los Gatos Creek Trail Master Plan. The Draft SEIR should include a discussion related to the future trail connections for Los Gatos Creek Trail from the proposed site to the rest of San Jose.

The Draft SEIR should also evaluate the project's potential traffic and circulation conflicts that may impact the planned regional trail route adjacent to the project site. In addition, the design of ingress and egress from the project site should take into account the future trail routes.

We also suggest you discuss with the developer, the Public Works Department, and the Parks and Recreation Department, the possibility of a trail access point as part of the proposed project. This would offer the opportunity to provide trail amenities to future stadium users to get to and from the games at the stadium. This would allow future trail users the opportunity to utilize an alternative mode of transportation and to reduce the number of potential vehicle trips on nearby streets resulting from the project. Using alternative modes of transportation will also help in reducing greenhouse gas emissions from the proposed project.

Thank you for the opportunity to comment on the NOP for the Draft SEIR for a new baseball stadium in the Diridon/ Arena area in the City of San Jose. We look forward to reviewing the Draft SEIR when it becomes available. If you have any questions regarding these comments, please feel free to contact me at (408) 355-2230 or via email at Kimberly.Brosseau@prk.sccgov.org.

Sincerely,

Kimberly Brosseau
Park Planner III

cc: Jane Mark, Senior Planner
Julie Mark, Deputy Director
Yves Zsutty, City of San Jose Trails Program Manager
David Mitchell, City of San Jose PRNS, Planning Manager

Danielsen, Akoni

From: Eloy Wouters [eloy.wouters@sbcglobal.net]
Sent: Thursday, December 17, 2009 5:16 PM
To: Danielsen, Akoni; Helen Chapman
Cc: Prevetti, Laurel; Oliverio, Pierluigi
Subject: Re: Scoping comments for Baseball SEIR

Dear Akoni,

As a home owner just a few blocks away from the Diridon site and a member of the Diridon Station Area Good Neighbor Committee I would like to take this opportunity to reiterate some of my comments at the scoping meeting of Wednesday night and add a few more for the Supplemental EIR for a Baseball stadium near the Diridon Station.

1) Fig V-C5 (existing parking facilities): needs to be updated both by removing from the project the proposed parking structure at the fire training site as well as that the other parking lots' availability could have been changed since Feb 17 2006 (date on the Figure) -- e.g. certain lots might now have a high rise on top of it and are not available for parking anymore
http://www.sanjoseca.gov/planning/eir/BallparkStudy/SJ%20Stadium%20FINAL%20EIR/figures/Fig_VC5.pdf

2) the blimp: during the NCAA basketball event in 2007 at the HP Pavillion, there was a zeppelin positioned in the air space above the HP Pavillion where it flew in a circular holding pattern. Every time an airplane needed to enter this air space to land at SJC, the blimp was moved Westward and flew circles over a.o. the Saint Leo's neighborhood. Due to the low altitude it flies at, the engine of the blimp was clearly audible over the background noise levels, it sounded like a moped. Please add blimps to the EIR as a nuisance. Possible mitigation proposed: do not allow blimps with internal combustion engines to operate over/near residences, even temporarily as there are quite a few flights every weekend.

3) AB32: the EIR was for a hypothetical baseball team with a fan base similar to the Sharks NHL team -- now specifically the Oakland Athletics are targeted to use the proposed facilities. Currently quite a number of attendees to ballgames at the Oakland Coliseum take transit (BART) to the game. The Diridon site does not provide BART access for the forseeable future, therefore extra car trips will be taken on 880 -- this has AB32 impacts both in terms of extra trips and since Interstates 880 and 680 are (almost) at capacity, will also cause extra pollution from congestion. Also fans will need to travel further, as now they have to go from the East Bay instead of to Oakland, to Diridon, since it generally takes at least a generation for team allegiances to change from A's to Giants fans in the areas close to the Oakland Coliseum. Please take this into consideration.

4) permit parking and AB32: Saint Leo's is one of the neighborhoods in which permit parking was implemented as part of the mitigation measures for the Arena (now HP Pavilion). Obviously, as part of the parking mitigation measures for a ballpark with twice the capacity as the Arena, and especially during the 10 simultaneous events every year, permit parking will have to be extended to more outlying areas. The EIR needs to state that this mitigation needs to be payed for by the ballpark operators not by the residents who try to protect their ability to park in their own street. Also, before the general public will become sufficiently aware of these extended permit parking areas, circling patrons in search of a free street parking

spot in a residential neighborhood will cause extra pollution. Please take this into consideration.

5) noise analysis out of date: since the noise studies were performed for the EIR (Dec 2005, Appendix E), many new structures have been build especially west of the train tracks (e.g. Plant 51, Cahill Park townhomes). Also in combination with the possibly southward shifted site now considered, this all will affect how noise travels and impacts the environment. Please update the noise study.

6) inadequacy of RTC of F-EIR: since the Final EIR document was certified by the City Council as a throw-away excercise since at that time the point was moot as the A's were only considering building a ballpark village in Fremont, the quality and adequacy of the Response to Comments section of the Final EIR did not get the scrutiny that would be required for a project of this magnitude and unmitigatable impacts. Please reevaluate the adequacy of the responses.

Thank you for the opportunity to contribute to the environmental review process.

Sincerely,

Dr Eloy R. Wouters
109 South Morrison Ave
San Jose, CA 95126

From: "Danielsen, Akoni" <Akoni.Danielsen@sanjoseca.gov>
To: Helen Chapman <4chapmanfam@sbcglobal.net>
Cc: "Prevetti, Laurel" <Laurel.Prevetti@sanjoseca.gov>; Eloy Wouters <eloy.wouters@sbcglobal.net>
Sent: Thu, December 17, 2009 2:34:38 PM
Subject: RE: Deadline for Scoping comments for Baseball SEIR

Helen, we would appreciate NOP comments by close of business tomorrow. Thanks.

Akoni

AT SAN JOSE

December 14, 2009

Mr. Kip Harkness
San Jose Redevelopment Agency
200 East Santa Clara Street, 14th Floor
San Jose, CA 95113

RE: Supplemental Comments Regarding Good Neighbor Committee Meeting on October 29, 2009

Dear Kip:

After the Good Neighbor Committee meeting on October 29, I thought of a couple of points that pertain to the committee discussions that evening. I am sorry I didn't think to express these items during the meeting. However, rather than "losing" these ideas, I thought I would send you this note. In particular, I would ask you to record these comments for the record and to address these points in the ongoing analyses regarding a possible baseball stadium.

The two supplemental comments I would like to express are:

a) *Need to account for events at Arena Green, as well as events at HP Pavilion and the possible baseball stadium.* The City Council has approved a maximum attendance level for Arena Green events of 16,000 persons. Given the potential for such large events, we believe it is very important that traffic and parking analyses for the baseball stadium account for potential baseball games that would overlap with large events at Arena Green. Also, consideration should be given to the possibility of overlapping events at all three venues: baseball stadium, Arena Green, and HP Pavilion.

b) *Need to acknowledge the fundamental importance of traffic and parking system capacities as a basis for achieving satisfactory traffic and parking operations.* Several comments were expressed at the meeting on October 29 that the TPMP for HP Pavilion has been successful and that a similarly successful TPMP will be prepared for the baseball stadium to ensure satisfactory traffic and parking operations for the stadium. We agree that the TPMP for HP Pavilion has been successful. In our judgment, a principal reason for this success has been that the nearby roadway system and parking facilities have had sufficient capacity to accommodate the increased demand associated with HP Pavilion events. We ask that the importance of traffic and parking system capacities clearly be expressed in follow-up work and documentation. Further, we ask that reasonable expectations be expressed regarding benefits of the TPMP, e.g. implementation of management measures through the TPMP can help to enhance operations, but cannot overcome fundamental capacity deficiencies.

I appreciate your accounting for these supplemental comments in the ongoing work for the stadium project and in documentation that will be presented to the Good Neighbor Committee.

Sincerely,
SAN JOSE ARENA MANAGEMENT CORPORATION

Jim Goddard
Executive Vice President & General Manager

c. Manuel Pineda

525 West Santa Clara Street San Jose California 95113
T 408.287.4275 F 408.999.5797 www.hppavilion.com

Danielsen, Akoni

From: Martin Delson [delsonm@yahoo.com]
Sent: Tuesday, November 24, 2009 2:00 PM
To: Danielsen, Akoni
Cc: corinne@svbcbikes.org; Michelle Beasley
Subject: RE: SEIR for Baseball Stadium

Thank you, Akoni.

Would you please pass the following comment on to those working on the SEIR?

Reduction in width of Park Avenue

Park Avenue has been designated on the San Jose Bike Plan 2020 as a road with a Class II Bikeway (i.e., with bike lanes.) Please be certain that the alternative design for the stadium that envisions moving the location of the stadium to the south with a concomitant reduction in the width of Park Avenue preserves the planned bike lanes on that street.

Thanks,
-Martin Delson

--- On **Tue, 11/24/09, Danielsen, Akoni** *<Akoni.Danielsen@sanjoseca.gov>* wrote:

> From: Danielsen, Akoni <Akoni.Danielsen@sanjoseca.gov>
> Subject: RE: SEIR for Baseball Stadium
> To: "Martin Delson" <delsonm@yahoo.com>
> Date: Tuesday, November 24, 2009, 7:51 AM
>
> Yes, comments concerning the Notice of Preparation or the Supplemental EIR itself should be directed to me. You can find the NOP and Public Scoping Meeting notice at http://www.sanjoseca.gov/planning/eir/EIR.asp. Eventually the SEIR will be posted there as well. Thanks.
>
> Akoni
>
> ---
>
> **From:** Martin Delson [mailto:delsonm@yahoo.com]
> **Sent:** Monday, November 23, 2009 10:44 PM
> **To:** Danielsen, Akoni
> **Subject:** SEIR for Baseball Stadium

Dear Akoni,

Can you confirm that if I have a comment that I would like to be taken into consideration when the SEIR for the Stadium is prepared, I should send it to you?

If not, could you please tell me who I should address my comment(s) to?

Thanks,
Martin Delson

Danielsen, Akoni

From: Danielsen, Akoni
Sent: Monday, December 07, 2009 4:49 PM
To: 'Dennis Brown'; Korabiak, Dennis
Subject: FW: NOP comment for SEIR on the Diridon/Arena Baseball Stadium File # PP05-214

We should treat this as an NOP comment.

-----Original Message-----
From: Mark Connolly [mailto:mark.connolly@pln.sccgov.org]
Sent: Monday, December 07, 2009 3:49 PM
To: Danielsen, Akoni
Subject: NOP comment for SEIR on the Diridon/Arena Baseball Stadium File # PP05-214

Good Afternoon Akoni-

I believe this rezoning or General Plan Amendment went to the ALUC as a referral in 2005/06. With the changes, the ALUC will need to review the project again, as the project is located within the Referral boundary for SJC International Airport.

As a side, in the impacts to be analyzed should probably include in Transportation, Noise, Safety or Land Use a blurb about the site being within the Referral boundary of SJC and the need for noise and safety analysis. We try to go as light as possible on these as well, but as long as you get the information conveyed to the consultant that will suffice.

Thanks Akoni!

Mark

Danielsen, Akoni

From: Danielsen, Akoni
Sent: Tuesday, December 01, 2009 1:54 PM
To: Korabiak, Dennis; 'Dennis Brown'; Pineda, Manuel
Subject: FW: File No. PP05-214, NOP of a DSEIR for the Baseball Stadium in teh Diridon/Arean Area

FYI.

From: Bill Yeung [mailto:Bill.Yeung@rda.sccgov.org]
Sent: Tuesday, December 01, 2009 10:36 AM
To: Danielsen, Akoni
Subject: File No. PP05-214, NOP of a DSEIR for the Baseball Stadium in teh Diridon/Arean Area

Akoni:

The review of the NOP of a DSEIR of the subject project is complete and our comment is:

1) Include the impacts to Almaden Expressway in the traffic study.

If you have any questions, please contact me at (408) 621-4565

William Yeung, P.E.
County of Santa Clara
Roads and Airports Department
Land Development
101 Skyport Drive
San Jose, CA 95110

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Danielsen, Akoni

From: hiltotii@sbcglobal.net
Sent: Monday, November 30, 2009 11:31 AM
To: Danielsen, Akoni
Cc: sherhold@mercurynews.com
Subject: Baseball stadioum in Diridon/Arena Area

Akoni Danielsen
Dept of Planning, Building and Code Enforcement

Re: "Notice Public Scoping Meeting for the Baseball Stadium in the Diridon/Arena Area Supplemental Environmental Impact Report" - - signed by Akoni Danielsen, Deputy dated 11/21/09

I received a mailing of the above meeting, Dec 16, 2009, notice November 28, 2009.

My comment is regarding the Baseball Stadium project's location very close to the existing Diridon Train Station which now serves passenger trains, light rail and I believe is contemplated to include BART and possibly the high speed passenger trains.

How can such a small area accomodate all of the above? Parking alone would be a nightmare, let alone traffic in/out of the area.

So, my question is what planning is taking place if all the above transportation services are in this area and a baseball stadium is added to the mix?

By the way, I entered the website address given on the notice http://www.sanjoseca.gov/planning/eir/eir.asp and the message appeared, ".....cannot be located on our website".

Richard B. Engfer Jr.
6748 Landerwood Lane
San Jose CA 95120
408 268 3730

Appendix B

APPENDIX B

INITIAL STUDY

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SECTION 1.0 INTRODUCTION AND PURPOSE

This Initial Study of environmental impacts was prepared to conform to the requirements of the Public Resources Code California Environmental Quality Act (CEQA Statutes), the California Code of Regulations Section15000 et. seq. (CEQA Guidelines), and the regulations and policies of the City of San José. The City of San José is the Lead Agency under CEQA and has prepared this Initial Study to address the impacts of implementing the project and to determine whether an addendum or subsequent EIR would be the appropriate CEQA document for the proposed Baseball Stadium in the Diridon/Arena Area Project as modified.

The Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from several modifications to the Baseball Stadium in the Diridon/Arena Area Project (*2006 Stadium Proposal*) as evaluated in the Baseball Stadium in the Diridon/Arena Area EIR, which was certified in February 2007. The proposed modifications include a reduction in the maximum seating capacity of the stadium; a lower structure that would extend to a maximum height of 155 feet above finished grade including scoreboards and lights; three additional options for stadium event parking; and realignment of S. Autumn Street and S. Montgomery Street near their intersection with Park Avenue. The net result of these modifications is referred to as the *modified project* in this Initial Study.

CEQA Guidelines Section 15164 states that an addendum to a previously certified EIR should be prepared if some changes or additions are necessary but none of the conditions require the preparation of a subsequent EIR.

A subsequent EIR would be required if:

a. Substantial changes are proposed in the project involving new significant impacts or a substantial increase in the severity of previously identified significant impacts;
b. Substantial changes occur with respect to the circumstances under which the project will occur, involving new significant impacts or a substantial increase in the severity of previously identified significant impacts;
c. New important information not previously known shows:
    i. The project will have one or more significant impacts not discussed in the previous EIR;
    ii. Significant impacts will be substantially more severe than shown in the previous EIR;
    iii. Mitigation or alternatives previously found to not be feasible would, in fact, be feasible and would substantially reduce one or more significant impacts, but the project proponents decline to adopt the mitigation or alternative; or
    iv. Mitigation or alternatives which are considerably different from those in the previous EIR would substantially reduce one or more significant impacts, but the project proponents decline to adopt the mitigation or alternative.

Based on the analysis provided in Section 4.0 of this Initial Study, the City has identified a significant new impact to traffic that was not previously disclosed and thus concludes that a focused Supplemental EIR (SEIR) will be prepared. In addition, because the effects of the project on global climate change were not analyzed in the previously certified EIR, the City is electing to address this issue in the SEIR. Because of comments made during the scoping period with regard to noise generated by ballgames and other events that would be held at the stadium, the City has also elected to include additional analysis with regard to this topic. Therefore, the City will prepare an SEIR for the purpose of analyzing and disclosing the environmental impacts of the proposed revisions to the project on 1) traffic 2) noise, and 3) global climate change.

SECTION 2.0 PROJECT INFORMATION

2.1 Project Title

Baseball Stadium in the Diridon/Arena Area

2.2 Project Location

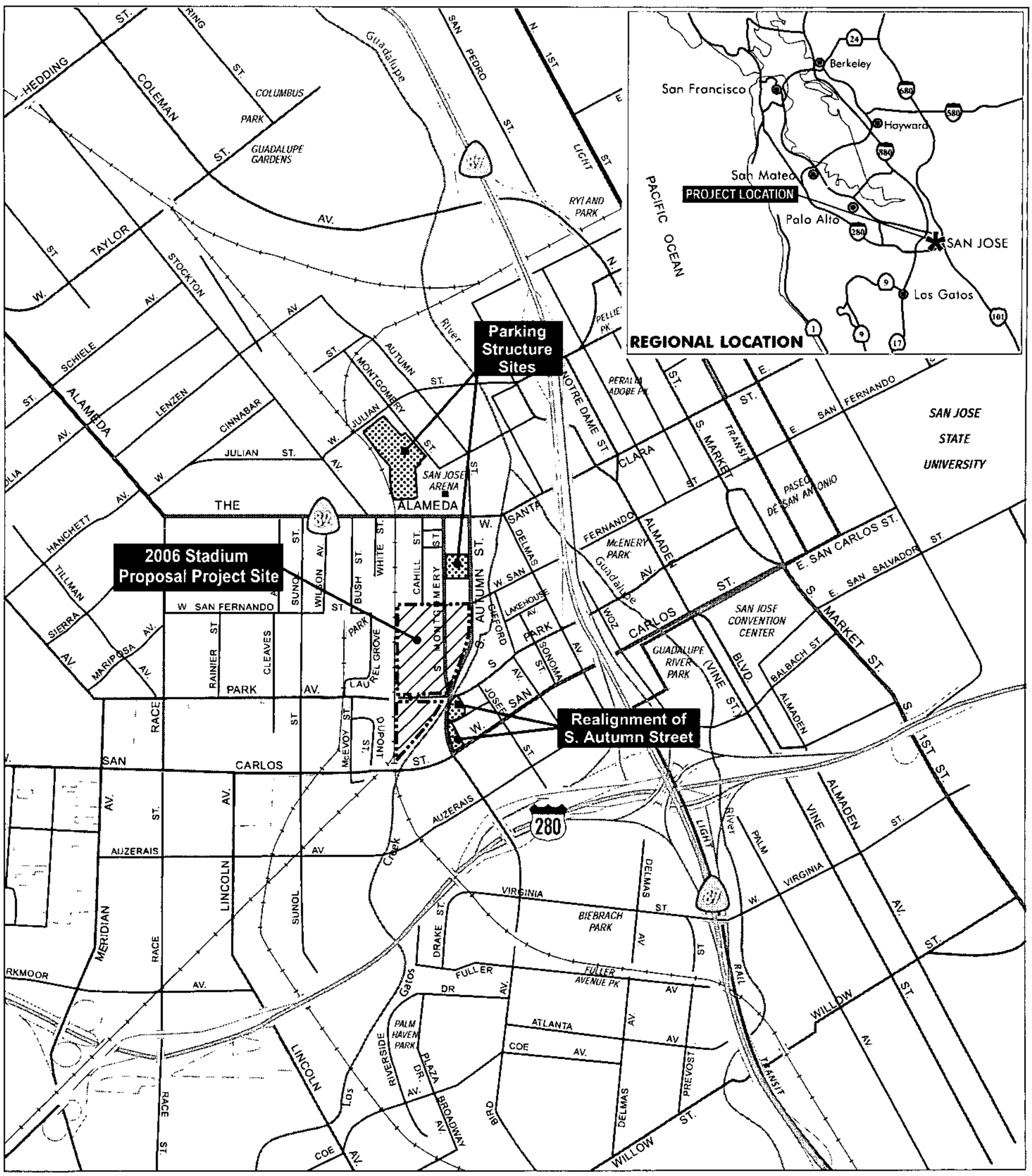
The proposed modified project would be located in the Diridon Station Planning Area along the western edge of downtown San José in Santa Clara County. Figure A-1 shows the project's regional location. The stadium and parking structure components of the proposed modified project would be constructed in the area generally bounded by Autumn Street, Bird Avenue and Los Gatos Creek to the east and south, the Caltrain railroad tracks to the west, and Julian Street to the north. Figures A-2 and A-3 show the stadium and parking structure components of the project in their local contexts. The stadium would be located on the same site as proposed in 2006. As an option, the stadium site may be enlarged approximately 100 feet to the south, which would also result in the narrowing of Park Avenue from four lanes to two south of the stadium site between Josefa and McEvoy streets.

Parking for the modified project would be provided in existing parking lots or structures in the downtown San José area and/or within a new parking structure that would be constructed at one of the locations shown in Figure A-1. One option would locate a parking structure north of the proposed stadium on a site that is bounded by S. Montgomery Street to the west, S. Autumn Street to the east, the Valley Transportation Authority (VTA) light rail tunnel to the south and a parking lot to the north. Another option would locate a parking structure on the site of the surface parking lot located west of the HP Pavilion. These options are shown in Figures A-2, A-3 and A-4. A third option would rely on existing parking lots and structures in the greater downtown San José area; no new parking structure would be constructed. The area south of Park Avenue that was the proposed site of a parking structure in the 2006 Stadium Proposal would not be developed under the modified project. This area would remain a Fire Training Facility. By not developing this site as a parking structure, its future development as a park as envisioned in the Midtown Specific Plan would not be precluded should the Fire Training Facility be relocated.

Figure A-5 identifies the location of three properties south of Park Avenue and east of S. Montgomery Street that would be acquired to allow realignment of S. Autumn Street and S. Montgomery Street near their intersection with Park Avenue.

2.3 Project Sponsor's Name and Address

Dennis Korabiak, Program Manager
San José Redevelopment Agency
200 E. Santa Clara Street, 14th Floor
San José, CA 95113
(408) 535-8500



LSA

FIGURE A-1

2006 STADIUM PROPOSAL PROJECT SITE

NEW SITES ADDED AS PART OF THE MODIFIED PROJECT

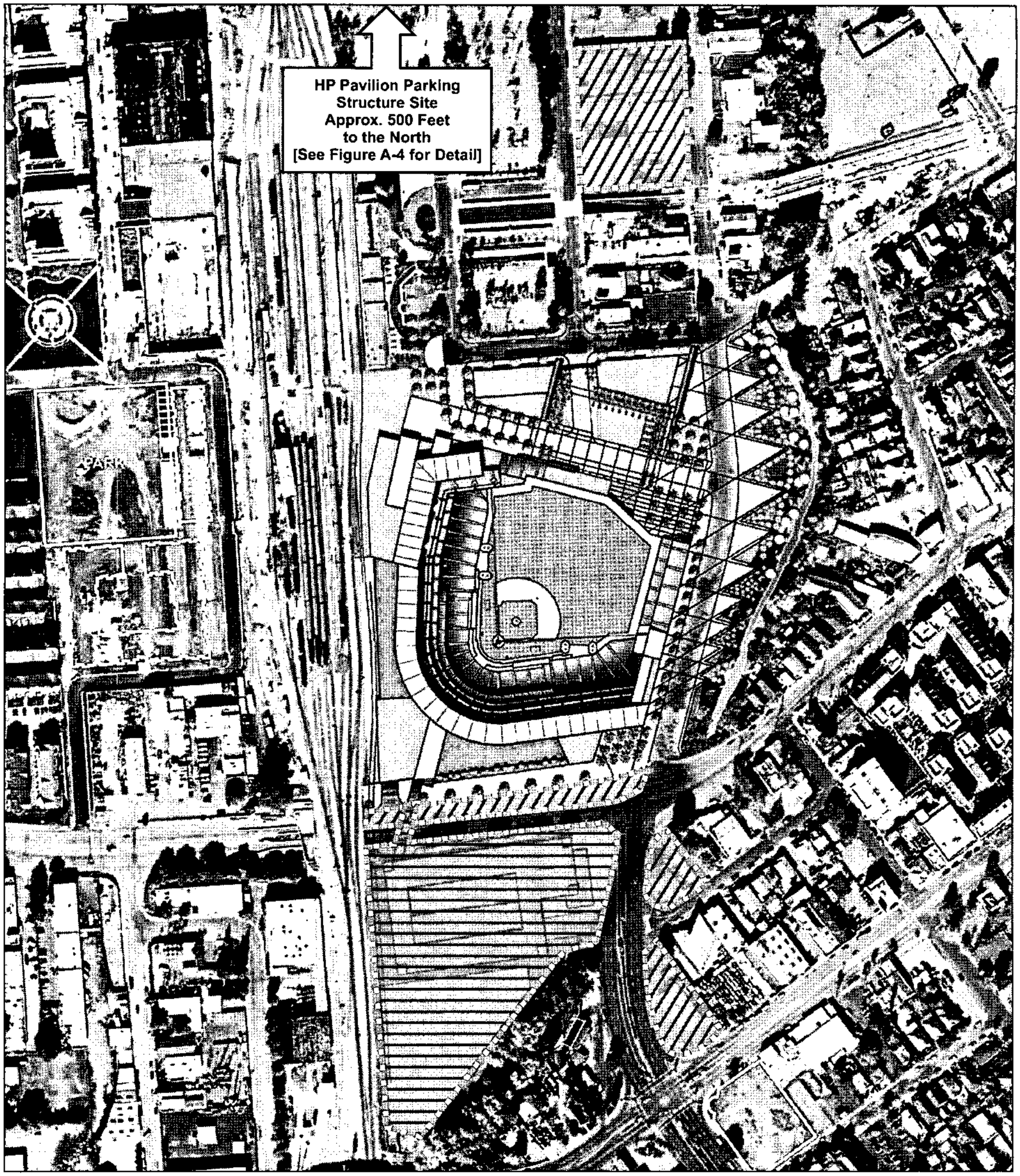
0 800 1600
FEET

Baseball Stadium in the Diridon/Arena Area Supplemental EIR

Project Site Location and Regional Vicinity

SOURCE: CALIFORNIA STATE AUTOMOBILE ASSN., 2005; LSA ASSOCIATES, INC., 2009

I:/SJO0903 Ballpark Addendum/figures/Initial Study/Fig_A1.ai (11/3/09)



LSA

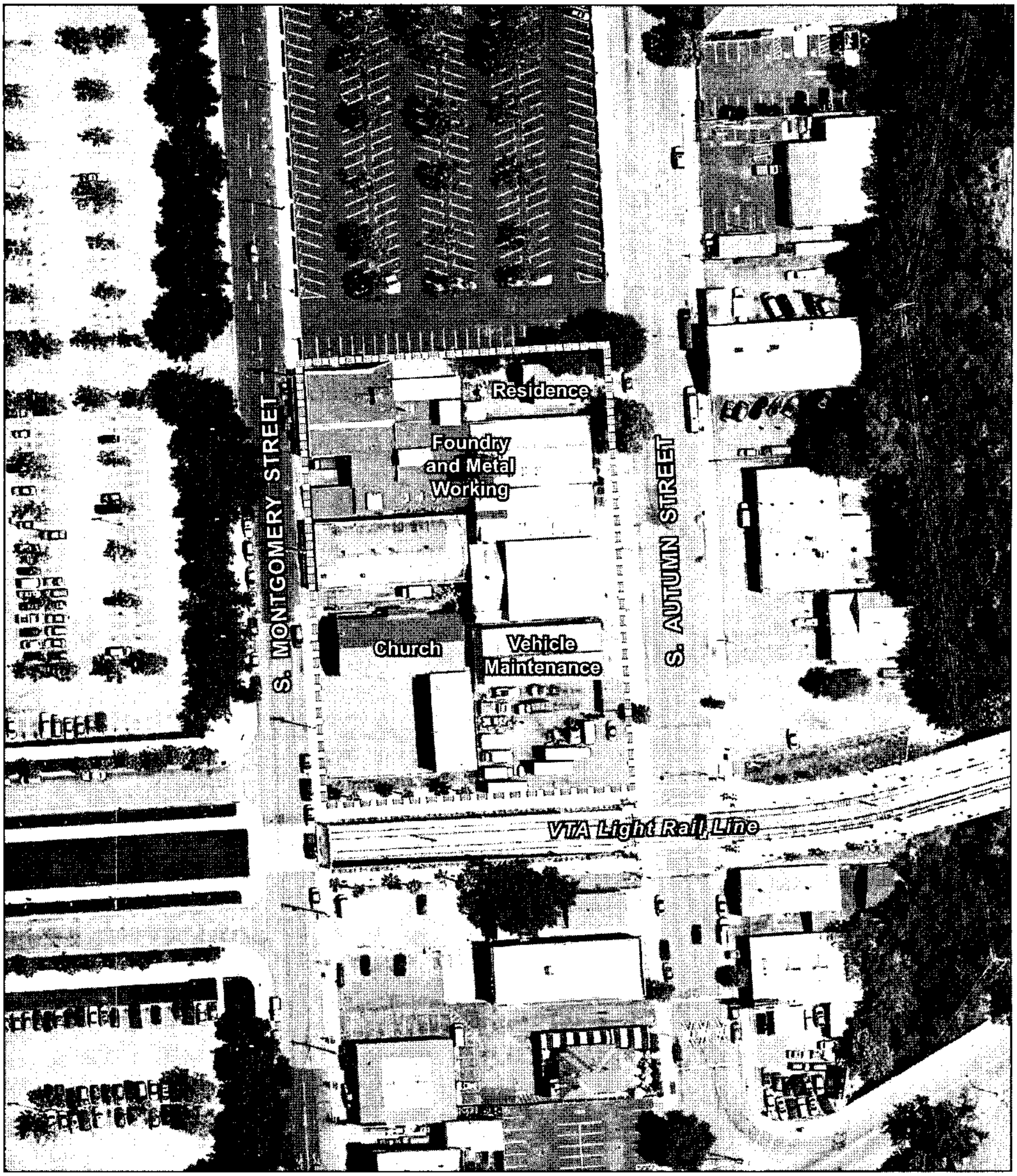
FIGURE A-2

Baseball Stadium in the Diridon/Arena Area Suppmental EIR

Conceptual Site Plan

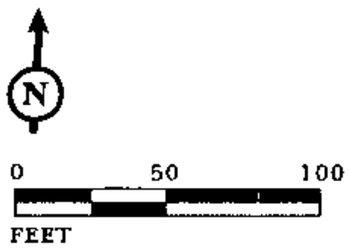
SOURCE: CITY OF SAN JOSE, REDEVELOPMENT AGENCY, 2006.

I:/SJO0901 Ballpark Addendum/figures/Initial Study/Fig_A2.ai (2/4/10)



LSA

FIGURE A-3

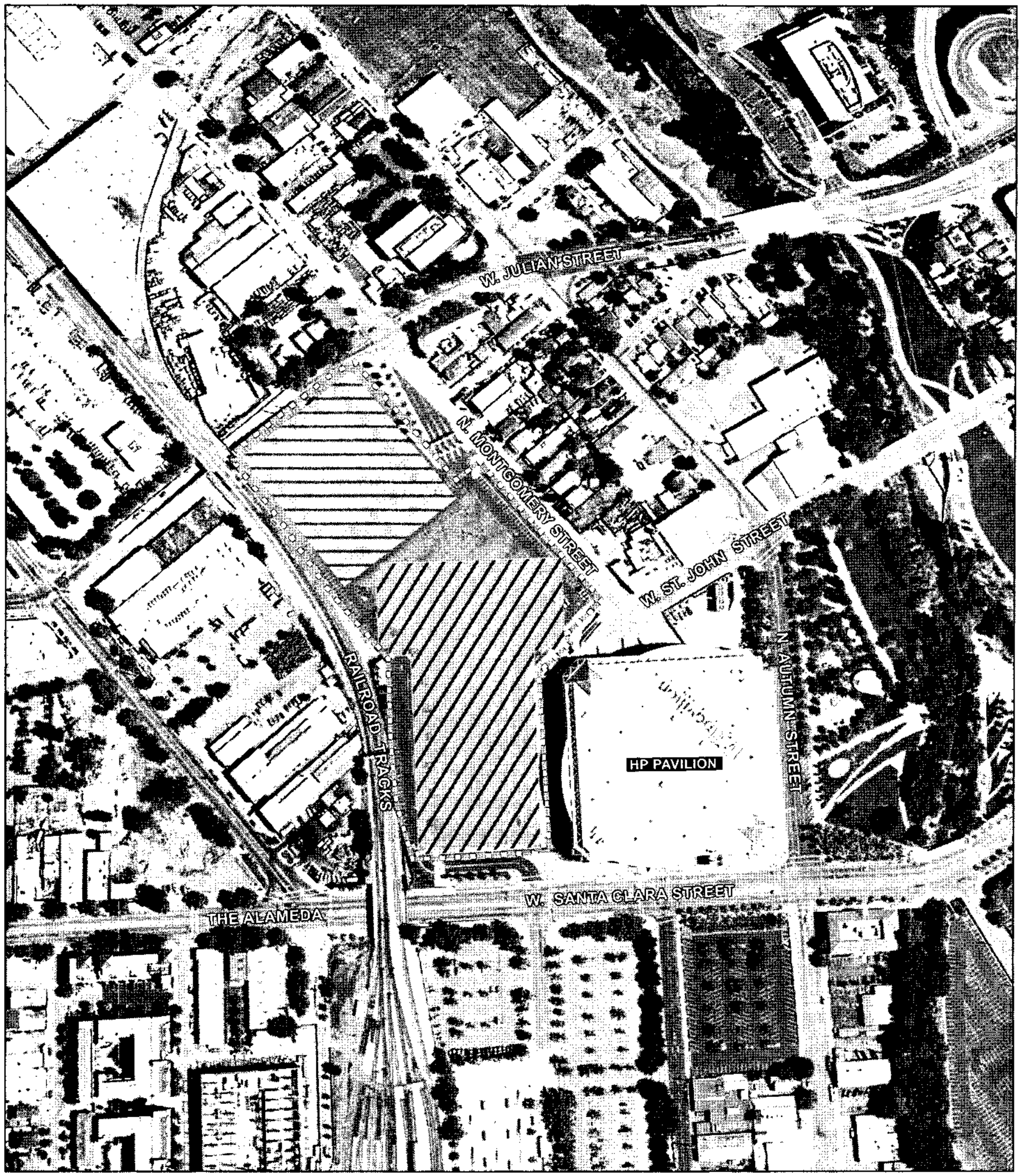


SITE ADDED AS PART OF THE MODIFIED PROJECT

Baseball Stadium in the Diridon/Arena Area Supplemental EIR
Modified Project Site Detail (Montgomery/Autumn Street Parking Structure Site)

SOURCE: GOOGLE EARTH, 2007; LSA ASSOCIATES, INC., 2009.

I:/SJO0903 Ballpark Addendum/figures/Initial Study/Fig_A3.ai (11/17/09)



LSA

FIGURE A-4

APPROXIMATE FOOTPRINT OF "SECOND-DECK" PARKING STRUCTURE

APPROXIMATE FOOTPRINT OF NORTHERN CONFIGURATION PARKING STRUCTURE

APPROXIMATE FOOTPRINT OF SOUTHERN CONFIGURATION PARKING STRUCTURE

N

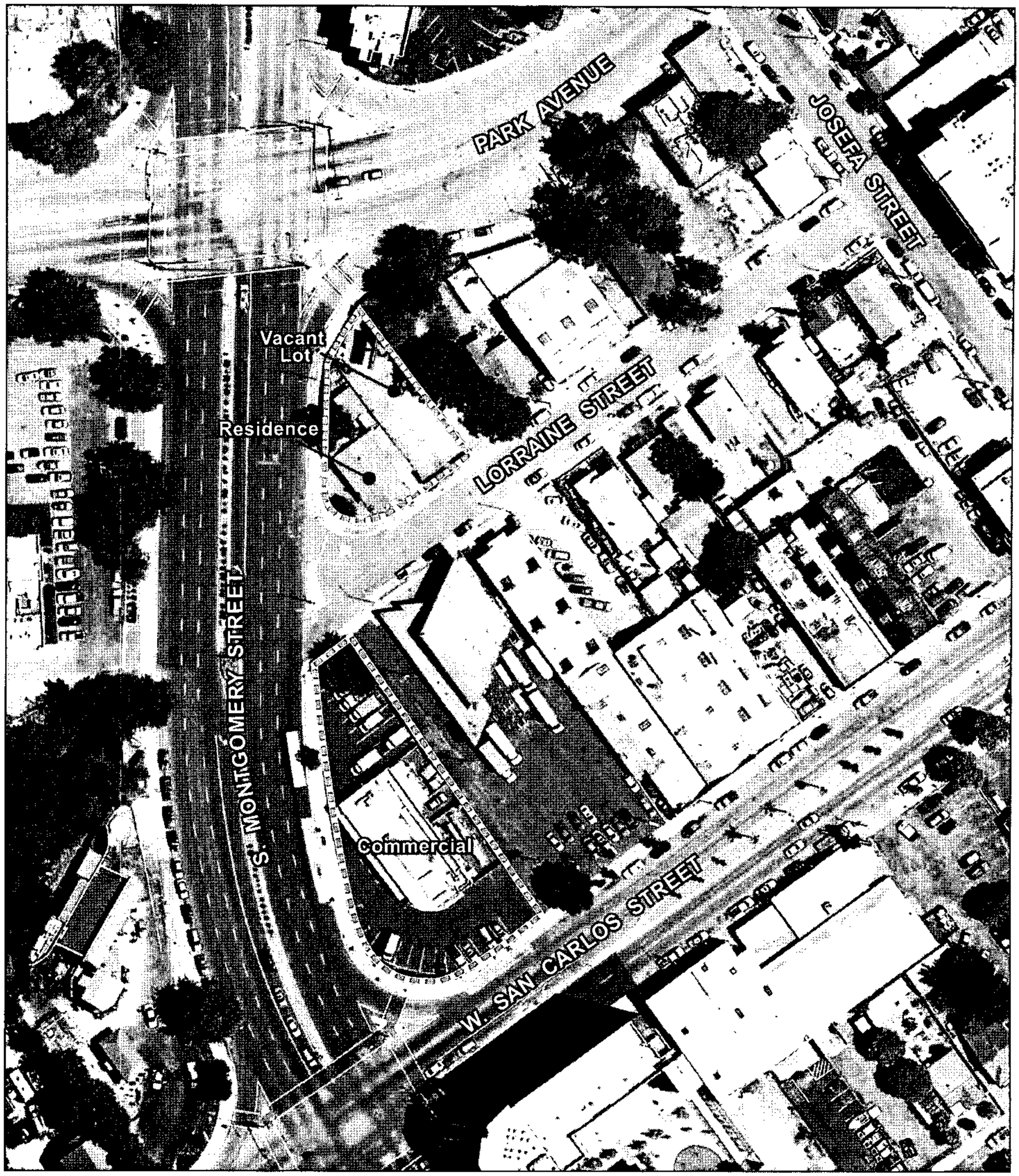
0 150 300
FEET

Baseball Stadium in the Diridon/Arena Area Supplemental EIR

Modified Project Site Detail
(HP Pavilion Parking Structure Site)

SOURCE: GOOGLE EARTH; LSA ASSOCIATES, INC., 2009.

I:/SJO0903 Ballpark Addendum/figures/Initial Study/Fig_A4.ai (12/21/09)



LSA

FIGURE A-5

SITES ADDED AS PART OF THE MODIFIED PROJECT

Baseball Stadium in the Diridon/Arena Area Supplemental EIR

Modified Project Site Detail (S. Autumn Street Realignment)

SOURCE: GOOGLE EARTH, 2007; LSA ASSOCIATES, INC., 2009.

I:/SJO0903 Ballpark Addendum/figures//Initial Study/Fig_A5.ai (11/17/09)

2.4 Lead Agency Contact

Darryl Boyd, Principal Planner
City of San José
Planning Division
200 E. Santa Clara Street, 3rd Floor
San José, CA 95113-1905
(408) 535-7898

2.5 Assessor's Parcel Numbers (APN)

Parcels with the following APNs are included in the modified project site: 259-48-011, -012, -013, -052, -053, -057, -060, -071, -073, and -074; 259-28-041, -043, and -044; 259-38-009, -010, -011, -027, -028, -029, -085, -133, and -141; 259-47-059, -068, and -080; 261-34-020; and 261-35-002, -003, -006, -007, -010, -014, and -027. These parcels are the same as the 2006 Stadium Proposal except for the deletion of APNs 261-37-009, -025 and -R01 and the addition of APNs 259-38-009, -010, -011, 027, -028, -029, -085, -133, and -141; 259-47-059, -068, and -080; and 259-28-041,-043, and -044.

2.6 General Plan Land Use Designation and Zoning

General Plan Land Use Designation: Same as the 2006 Stadium Proposal except for *General Commercial* for the Montgomery/Autumn Street parking structure site and *Public/Quasi-Public* for the HP Pavilion parking structure site.

Zoning: Same as the 2006 Stadium Proposal except for *Light Industrial* for the Montgomery/Autumn Street parking structure site and a combination of *Light Industrial* and *Heavy Industrial* for the HP Pavilion parking structure site.

SECTION 3.0 PROJECT DESCRIPTION

A. OVERVIEW OF THE 2006 STADIUM PROPOSAL

In February 2007, the City of San José certified an Environmental Impact Report (EIR) for the Baseball Stadium in the Diridon/Arena Area Project (2006 Stadium Proposal). The 2006 Stadium Proposal consists of the development of an approximately 1.5 million square-foot major league baseball stadium and a parking structure with ground floor commercial uses on approximately 23.1 acres in the City of San José. The baseball stadium would have a maximum seating capacity of 45,000 and a maximum height of 165 feet, with scoreboards up to approximately 200 feet and lights approximately 235 feet above finished grade.

In early 2009, the City of San José began exploring the development of a modified project. Key components of the modified project that differ from the 2006 Stadium Proposal include: a reduction in the seating capacity of the stadium; a lower structure that would extend to a maximum height of 155 feet above finished grade including scoreboards and lights; three additional options for stadium event parking; and the realignment of S. Autumn Street and S. Montgomery Street near their intersection with Park Avenue. The following sections describe the modified project and the differences between the 2006 Stadium Proposal and modified project with respect to project objectives, location, facilities and operations.

B. PROJECT OBJECTIVES

The City of San José's primary objective is the construction of a downtown baseball stadium in the event that Major League Baseball revises the territory for the A's baseball team. All other objectives remain the same as listed on page 33 of the EIR except the target stadium seating capacity, which is reduced from 45,000 seats; the modified project would have a maximum seating capacity of up to 36,000 (the lowest maximum seating capacity would be 32,000).

C. MODIFIED PROJECT

Both the 2006 Stadium Proposal and modified project would reconfigure 16 parcels located on the project site (shown in Figure V.A-3 of the EIR) in order to develop a major league baseball stadium. As noted previously, key differences between the 2006 Stadium Proposal and modified project are that the modified project would have a smaller seating capacity and the stadium site may be enlarged approximately 100 feet to the south, which would result in the narrowing of Park Avenue from four lanes to two between Josefa and McEvoy streets. The maximum seating capacity for the modified project would be up to 36,000 as compared with a maximum seating capacity of 45,000 for the 2006 Stadium Proposal. The maximum height of the stadium would be 155 feet above finished grade including scoreboards and lights. The site of the parking structure included in the 2006 Stadium Proposal would not be developed. Instead, parking for the modified project would be provided by one of three options as described in subsection C.3.a below. The modified project would include the potential reconfiguration of the Pacific Gas and Electric (PG&E) substation located at the northwest corner of the proposed stadium site and the realignment of S. Autumn Street to the east. Existing structures on the stadium and parking structure sites would be demolished or relocated.

The various components of the modified project are summarized below. Key differences between the 2006 Stadium Proposal and modified project are highlighted.

1. Baseball Stadium

The proposed baseball stadium would include baseball-related facilities, as well as associated restaurant and retail/commercial uses, for both the 2006 Stadium Proposal and modified project. This subsection describes the proposed baseball stadium facilities and their uses, highlighting the differences between the 2006 Stadium Proposal and the modified project.

a. Baseball Facilities. The types of baseball-related facilities to be located within the proposed stadium would be the same for the modified project as for the 2006 Stadium Proposal. Baseball-related facilities would include the playing field, spectator facilities, food service and retail, home and visiting team facilities, press facilities, service and operation facilities, administrative facilities, on-site parking, loading docks, lighting/scoreboard, sound system, and public access and plazas as described in Section III.D of the EIR. Table III-1 of the EIR lists the proposed uses within the stadium and the associated square feet. While square footages have not been calculated for the modified project because the project design remains at a conceptual phase they are expected to be the same as those calculated for the 2006 Stadium Proposal or possibly less because of the smaller seating capacity of the stadium proposed under the modified project. Specifically, the square footages associated with spectator facilities and food services may be lower for the modified project than for the 2006 Stadium Proposal.

b. Baseball Stadium Uses. The proposed ballpark complex would be used for major league baseball games and associated activities, as well as events other than baseball. The proposed uses are the same for the modified project as for the 2006 Stadium Proposal.

2. Commercial Development South of Park Avenue

The commercial development south of Park Avenue that is envisioned as part of the 2006 Stadium Proposal would not be constructed as part of the modified project and the building on this area of the site, which houses a water pump, would not require relocation. This area would remain a Fire Training Facility. By not developing this site as a parking structure, its future development as a park as envisioned in the Midtown Specific Plan would not be precluded should the Fire Training Facility be relocated.

3. Parking Facilities and Roadways

a. Parking Facilities. Parking for the modified project, which would have a smaller parking demand than the 2006 Stadium Proposal because of the modified project's smaller maximum seating capacity, would be provided by one of three options – a Montgomery/Autumn Street parking structure, an HP Pavilion parking structure, or a "no parking structure" option. The capacity of the proposed parking structure options (1,200 or 1,300 spaces) would be the same or greater than the 2006 Stadium Proposal although there would be a lower demand for parking (by approximately 3,000 to 5,000 fewer spaces). In part because of the lower demand, a "no parking structure" option is also being considered. In addition, the Montgomery/Autumn Street parking structure site is proposed as a possible location for a similarly sized parking structure that would serve the proposed Diridon/Arena BART station. If a parking structure is built here, it may serve either both facilities (BART and the ballpark) or only one.

The Montgomery/Autumn Street parking structure would be located on a site north of the proposed stadium that is bounded by S. Montgomery Street to the west, S. Autumn Street to the east, the Valley Transportation Authority (VTA) light rail tunnel to the south and a parking lot to the north, as shown in Figure A-2. The parking structure would include approximately 1,200 parking spaces – the same number as the 2006 Stadium Proposal – and would have up to eight levels of parking. Vehicle access to the parking structure would be provided from S. Montgomery Street and S. Autumn Street. Once parked, pedestrians would cross from the parking structure to the stadium by descending to street-level and crossing to the entry plaza. The ground floor of the parking structure would have commercial uses facing S. Montgomery Street and possibly S. Autumn Street. Access and egress for the parking structure would be provided on S. Montgomery Street and S. Autumn Street.

The HP Pavilion parking structure would be located on the parking lot west of the HP Pavilion. The parking structure would increase the number of parking spaces in this area by approximately 1,300 to a total capacity of approximately 2,750 spaces. Three possible configurations are being considered for the parking structure on the HP Pavilion site. The three configurations include: 1) a four- to six-level parking structure at the south end of the parking lot on W. Santa Clara Street, 2) a five- to six-level parking structure located on the north end of the parking lot on W. Julian Street, and 3) the addition of a second deck of parking across the entire parking lot. Access and egress for the HP Pavilion parking lot may need to be modified with ramps within the HP Pavilion parking lot.

The no parking structure option would rely upon existing parking in downtown San José and not construct a parking structure as part of the modified project. If no parking structure is constructed as part of the project, vehicles would be accommodated by the approximately 19,763 parking spaces currently located within ¾ miles of the stadium site to the north and east (shown in Table 21 and Figure 5 of the Traffic Impact Analysis).[1]

b. Roadways. The same roadways that would be abandoned or realigned as part of the 2006 Stadium Proposal would be abandoned or realigned as part of the modified project. The proposed realignment and

[1] Hexagon Transportation Consultants, Inc., *San José Ballpark Supplemental Traffic Impact Analysis*, February 10, 2010.

setback of S. Autumn Street are the same for the modified project as for the 2006 Stadium Proposal. In addition, if the stadium site were enlarged to the south, Park Avenue would be narrowed from four lanes to two between Josefa and McEvoy streets.

A series of transportation-related changes are planned for the S. Montgomery Street/S. Autumn Street corridor, either as background improvements (something already planned without the stadium) or as part of the stadium project. These improvements are described in detail in the transportation technical background report (Appendix C of the EIR). The proposed transportation-related uses are the same for the modified project as for the 2006 Stadium Proposal, except that the intersection of S. Autumn Street and S. Montgomery Street with Park Avenue would be modified. Realignment of the streets and modification of the intersection would require acquisition of three parcels (259-47-059, -068, and -080) on the east side of S. Montgomery Street, between Park Avenue and W. San Carlos Street.

4. PG&E Substation

An existing PG&E substation located adjacent to the railroad tracks northwest on the stadium site would be modified or partly relocated as part of the 2006 Stadium Proposal. This approximately 1.5-acre facility includes 115-kilovolt transmission lines, underground electrical distribution lines, distribution transformers and electrical switch gear that serve the electrical needs in the downtown area. Two options were considered in the EIR: (1) reconfiguration of the existing substation to accommodate the relocation of underground electrical distribution lines or (2) relocation of the substation south to the existing Fire Training Center site. Relocation of the substation south to the existing Fire Training Center site has subsequently been determined by PG&E to be infeasible due to cost and flooding issues. Under the modified project the PG&E substation may be reconfigured as previously described in the 2006 Stadium Proposal.

5. Site Acquisition, Demolition/Relocation and Preparation

The Redevelopment Agency is in the process of working with individual property owners to purchase properties within the project site to assemble viable sites for potential mixed-use development as envisioned in the Strategy 2000 plan. To date 8 of 16 properties are owned by, and the remaining properties are in discussions with, the San José Redevelopment Agency.

The modified project would include the demolition or relocation of five buildings on the site of the proposed Montgomery/Autumn Street parking structure and two buildings on the parcels south of Park Avenue and east of S. Montgomery Street that are needed to allow realignment of S. Autumn Street. Both the 2006 Stadium Proposal and modified project would include the demolition or relocation of at least two known historic resources, the former KNTV Broadcast Facility located at 645 Park Avenue and the Sunlite Baking Company building located at 145 S. Montgomery Street. Both the 2006 Stadium Proposal and modified project would include the removal of 12 buildings south of San Fernando Street to Park Avenue and east of the railroad tracks to Los Gatos Creek, on the location of the proposed stadium. Removal of the Fire Training Center buildings south of Park Avenue and west of S. Montgomery would not be required under the modified project. Abandonment and demolition of a portion of Park Avenue would be required if the proposed stadium site were enlarged to the south.

Grading and excavation activities required for construction of the modified project would be the same as for the 2006 Stadium Proposal.

Approximately 45 trees located within the project site as proposed in 2006 meet the City's definition of ordinance-size trees.[2] The removal of ordinance-size trees would be required under the modified project, although an estimated 11 fewer trees would be removed than under the 2006 Stadium Proposal.

6. Project Construction and Schedule

If a City-sponsored ballot initiative were to be approved in November 2010, site preparation, infrastructure development, road abandonment and relocation would begin in the spring of 2011. Opening day would be in April 2014 or later.

7. Employment

Employment for the modified project would be less than the 2006 Stadium Proposal due to the reduction in maximum seating capacity of the stadium and the possibly smaller number of employees needed to operate and maintain the spectator and food service facilities. A recent economic analysis estimated that the modified project would generate 980 full- or part-time and seasonal jobs in a stabilized year of operations as compared to the previously estimated 1,500 to 1,800 jobs that would be generated by the 2006 Stadium Proposal.[3]

SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND DISCUSSION OF IMPACTS

This chapter describes the existing environmental conditions on and near the project site, as well as environmental impacts associated with the 2006 Stadium Proposal, as modified. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, was used to compare the environmental impacts of the modified project with those of the 2006 Stadium Proposal (i.e., development analyzed in the Baseball Stadium in the Diridon/Arena Area Final EIR, as certified in February 2007) and to identify whether the modified project would likely result in new significant environmental impacts and to determine whether an addendum or subsequent EIR would be the appropriate CEQA document for the proposed Baseball Stadium in the Diridon/Arena Area Project, as modified. The right-hand column in the checklist indicates the source(s) for the answer to each question. The sources cited are identified at the end of this chapter in subsection 4.18, Checklist Sources.

[2] An ordinance-size tree measures 56-inches or more in circumference or 18 inches in diameter at 2 feet above ground.

[3] Convention, Sports and Leisure, 2009. *Economic Impact Analysis: Proposed Major League Ballpark*, prepared for the Redevelopment Agency of the City of San José. September 9.

4.1 AESTHETICS

4.1.1 Setting

The regional and local context and the visual context are generally the same as described for the 2006 Stadium Proposal in Section V.K, Visual and Aesthetic Resources, and Section V.L, Shade/Shadow and Light/Glare of the EIR. The stadium site for the modified project is the same as for the 2006 Stadium Proposal and the proposed parking structures for the modified project are located in the same neighborhood, one to two blocks to the north.

4.1.2 Environmental Checklist and Discussion of Impacts

Aesthetics						
Issues	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "2006 Stadium Proposal"	Less Impact than "2006 Stadium Proposal"	Information Source(s)/ Discussion Location
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	☐	1,22,23
b) Substantially damage scenic resources, including, but not limited to, trees, rock out-croppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒	☐	1,22,23
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒	☐	1,22,23
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☐	☒	☐	1,22,23
e) Increase the amount of shading on public open space (e.g. parks, plazas, and/or school yards)?	☐	☐	☐	☒	☐	1,22,23

a) Scenic Vistas. The stadium would be in the same location and would have a similar configuration and orientation to that of the 2006 Stadium Proposal. The area south of Park Avenue would not be developed for a parking structure and the visual quality of this area would not change. The stadium's maximum height and the heights of scoreboards and lighting would be less than those for the 2006 Stadium Proposal; the maximum height would be reduced to 155 feet above finished grade including scoreboards and lights. It would have a similar orientation and appearance, albeit possibly smaller in scale due to the smaller spectator capacity. The Montgomery/Autumn Street parking structure would have a smaller footprint but be taller than the parking structure for the 2006 Stadium Proposal – providing eight levels of parking rather than four to six. The structure would be located one block north of the stadium between S. Autumn and S. Montgomery Streets rather than to the south across Park Avenue. Retail spaces on the ground floor of the Montgomery/Autumn Street parking structure would visually activate the pedestrian environment. The HP Pavilion parking structure would be a two-level structure or a four- to six-level structure located west of the HP Pavilion within the existing HP Pavilion surface parking lot. Any of the three possible configurations of the proposed parking structure would be shorter and have a smaller mass than the HP Pavilion, which is located nearby, and currently is the most visually prominent structure in the Diridon Area. As such, the modified project would not degrade the area's visual character, but would contribute to the overall visual character of the area by encouraging entertainment and sports related uses in the area. No new significant impact or greater impact to scenic vistas or visual character would be created by the modified project.

b) Scenic Resources. The stadium would be in the same location as that for the 2006 Stadium Proposal and would not create new or greater impacts to scenic resources, including trees, rock out-croppings, or historic buildings. The area south of Park Avenue would not be developed for a parking structure and any scenic resources, including 12 ordinance-size trees, in this area would not be affected under the modified project. The site of the Montgomery/Autumn Street parking structure proposed under the modified project contains 9 trees, four of which are ordinance-size trees – the three palm trees on VTA property at the sound end of the site and a street tree in front of 35 S. Autumn Street. The HP Pavilion parking lot contains 35 trees of which 6 to 35 would be removed depending upon which parking structure configuration is selected. None of the trees in the HP Pavilion parking lot are ordinance-size. There are four trees on the parcels that would be acquired for the realignment of S. Autumn Street. One of these four trees is ordinance-size. Implementation of Mitigation Measure VIS-2 as described on page 364 of the First Amendment to the EIR would reduce the impact to the ordinance-sized tree on these properties to a less-than-significant level. As with the 2006 Stadium Proposal, the demolition of buildings near Diridon Station, which is a City Landmark and listed in the National Register (see page 244 of the EIR), as part of the modified project would have indirect effects on Diridon Station. Implementation of Mitigation Measure VIS-1 as described on page 364 of the First Amendment to the EIR would reduce the impact on Diridon Station to a less-than-significant level. No new significant impact or greater impact to scenic resources would be created by the modified project.

c) Visual Character. Refer to checklist item a, above, in this subsection.

d) Light or Glare. Lighting for the stadium, which would create a significant and unavoidable impact under both the project and cumulative conditions of the 2006 Stadium Proposal, would be integrated into the roof of the stadium thus reducing the amount of light that would spill into surrounding neighborhoods. Implementation of Mitigation Measures SHADE-2a and -2b as described on page 264 of the EIR would further reduce nighttime operation light and glare impacts on surrounding land uses, including nearby residences, the Lick Observatory, and the San José International Airport, however, the impact would remain significant and unavoidable. The area south of Park Avenue would not be developed for a parking structure and new sources of light or glare would not be created in this area under the modified project. Construction of the parking structure and the realignment of S. Autumn Street would not introduce new light or glare to these already developed areas. No new significant impact or greater light or glare impact would be created by the modified project.

e) Shade and Shadow. Because the stadium would be in the same location and would have a similar configuration and orientation to that proposed in 2006, shadows from the stadium, either for the 2006 Stadium Proposal or modified project, would be cast on the Diridon Station public spaces and create a significant and unavoidable impact. Shadows would be slightly diminished by the reduced height of the modified stadium. Implementation of Mitigation Measure SHADE-1 as described on page 364 of the First Amendment to the EIR would reduce the impact of shadows, but not to a less-than-significant level. The area south of Park Avenue would not be developed for a parking structure and new sources of shade or shadow would not be created in this area under the modified project. Construction of the parking structure would introduce a new source of shade and shadow, but would not affect public parks or plazas. Because the parking structure (either the Montgomery/Autumn Street parking structure or one of the HP Pavilion parking lot options) would be located north and east of Diridon Station, neither potential location would cast shadows on this historic building and its public spaces. No new significant impact or greater shade or shadow impact would be created by the modified project.

f) Other Aesthetics Issues Evaluated in the EIR. Two aesthetics issues not identified in the checklist were evaluated in the EIR: conflicts with policies and regulations and the integrity of neighborhoods.

Conflicts with Policies and Regulations. Implementation of the City's 2020 General Plan policies regarding site planning, urban design, and landscaping would continue through the design review process and would not change under the modified project. No new significant conflicts or greater conflicts with the City's plans and policies would be created by the modified project.

Integrity of a Neighborhood. The modified project would create the same types of uses envisioned by the 2006 Stadium Proposal. The Diridon Area, within which the project site is located, is envisioned as a transit and pedestrian oriented district with greater connectivity to the traditional downtown center. The Midtown Area includes the Diridon Area and is envisioned as a mixed-use community with high-density commercial and residential uses oriented to transit. The area south of Park Avenue that was the proposed site of a parking structure in the 2006 Stadium Proposal would not be developed under the modified project. This area would remain a Fire Training Facility. By not developing this site as a parking structure, its future development as a park as envisioned in the Midtown Specific Plan would not be precluded should the Fire Training Facility be relocated. The modified project would not create new or greater impacts that would detract from the integrity of the Diridon or Midtown Areas.

4.1.3 Conclusions

The modified project would not result in any new significant impacts to aesthetic resources, nor would it increase the severity of aesthetics impacts analyzed in the EIR for the 2006 Stadium Proposal. **(No New Significant Impact)**

4.2 AGRICULTURAL RESOURCES

4.2.1 Setting

The project site is located on urban and built up land in the City of San José, and there is no farmland within the project vicinity.

4.2.2 Environmental Checklist and Discussion of Impacts

Agriculture Resources						
Issues	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "2006 Stadium Proposal"	Less Impact than "2006 Stadium Proposal"	Information Source(s)/ Discussion Location
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	☐	1,6
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	☐	1,6
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒	☐	1,6

No agricultural resources are located on or near the project site, including the sites for the parking structure. The site has not been subject to agricultural use in recent history. The project site is classified as "Urban and Built-Up Land" by the State Department of Conservation, Farmland Mapping and Monitoring Program.[4] Therefore, implementation of the modified project would not convert agricultural land to non-agricultural uses.

4.2.3 Conclusion

The modified project would not result in any impacts to farmland. **(No New Significant Impact)**

[4] California Department of Conservation. Santa Clara County Important Farmland 2006, ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2006/scl06.pdf, (accessed December 18, 2009).

4.3 AIR QUALITY

4.3.1 Setting

The ambient conditions for air quality in the project vicinity remain generally as described in Section V.D, Air Quality of the EIR. However, a few sensitive receptors would be located closer to components of the modified project, including residences located east of the Lorraine Avenue/S. Montgomery Street intersection where S. Autumn Street would be realigned and a residence located immediately north of the parking structure site.

4.3.2 Environmental Checklist and Discussion of Impacts

Air Quality						
Issues	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "2006 Stadium Proposal"	Less Impact than "2006 Stadium Proposal"	Information Source(s)/ Discussion Location
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒	☐	1,2,5
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒	☐	1,2,10
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒	☐	1,2,10
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒	☐	1,2
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	☐	1,2

a) Regional or Local Air Quality Plans. Because the project uses remain the same and the maximum stadium seating capacity is reduced, the changes proposed as part of the modified project would not create a new or more significant conflict with regional or local air quality plans, including the Bay Area 2005 Ozone Strategy.

b) Air Standards. The modified project would have at least 9,000 fewer seats and up to 13,000 fewer seats than the 2006 Stadium Proposal and Hexagon Transportation Consultants estimates that the resulting reduced attendance would generate approximately 19 to 28 percent fewer trips than the 2006 Stadium Proposal.[5] Given that mobile sources would be the greatest contributor to air quality pollutants, the modified project would generate fewer trips and therefore fewer emissions affecting air quality.

However, while the modified project would contribute fewer emissions than were identified in the EIR, it is likely that the air quality emissions would still exceed the Bay Area Air Quality Management District (BAAQMD) standards for Reactive Organic Gases (ROG), Nitrogen Oxides (NO_x), and coarse particulate matter (PM_{10}). As would be the case for the 2006 Stadium Proposal, implementation of the Mitigation

[5] Hexagon Transportation Consultants, Inc., *San José Ballpark Supplemental Traffic Impact Analysis*, February 10, 2010.

Measure AIR-2, which is described on page 151 of the EIR, would reduce the effects of the modified project on air quality but the impact would still be significant and unavoidable. This impact would not be considered a new significant impact or greater impact than analyzed in the EIR.

Traffic volumes at the intersections studied in the Supplemental TIA were examined to determine whether carbon monoxide (CO) concentrations would exceed State or federal standards at any of the intersections as a result of implementing the modified project. The BAAQMD recently released a CO screening methodology for determining whether a proposed project would result in CO emissions that exceed the threshold of significance.[6] Under the screening criteria, a project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria are met:

1. The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
2. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
3. The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g. tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

The project is consistent with the Santa Clara County congestion management program and, according to the Supplemental TIA, the modified project would yield fewer than 10,000 vehicles during peak hour conditions at the study intersections. Therefore the study intersections do not exceed the BAAQMD's CO screening criteria, the CO concentrations are not expected to exceed State or federal air standards and the impact of the modified project would be less than significant.

c) Cumulatively Considerable Net Increase in Criteria Pollutants. Currently, the San Francisco Air Basin is in non-attainment for PM_{10} and ozone.[7] Like the 2006 Stadium Proposal, construction and operation of the modified project, in conjunction with other planned developments within the cumulative study area and the subregion, would contribute to the existing non-attainment status. Implementation of Mitigation Measure CUMULATIVE AIR-1, which is described on page 213 of the EIR, would help address the modified project's contribution to this cumulative impact; it would reduce the cumulative contribution to construction period impacts to a less-than-significant level. However, as is the case for the 2006 Stadium Proposal, the modified project's contribution to cumulative ozone precursor emissions would remain significant and unavoidable. This impact would not be considered a new significant impact or greater impact than analyzed in the EIR.

d) Sensitive Receptors. A few sensitive receptors would be located closer to components of the modified project, including residences located east of the Lorraine Avenue/S. Montgomery Street intersection where S. Autumn Street would be realigned and a residence located immediately north of the Montgomery/Autumn Street parking structure site. While the realignment of S. Autumn Street brings a few residents closer to the construction area, the proposed street work is minor and would be of short duration. In addition, the overall potential emissions in this area would be reduced because the site where the parking structure would be located for the 2006 Stadium Proposal would not be developed. The potential impact to sensitive receptors in this area would be the same as for the project. The residents of the property located to the north of the Montgomery/Autumn Street parking structure for the modified

[6] BAAQMD, 2009. *CEQA Guidelines*. December.

[7] The notation PM_{10} is used to describe air-borne particles of 10 micrometers or less in diameter, which are small enough to be inhaled into the deepest parts of the lung.

project would have a slightly increased potential for exposure to dust, exhaust and organic emissions during construction. Implementation of Mitigation Measure AIR-1, which is described on page 149 of the EIR, would reduce construction period impact to a less-than-significant level. This impact would not be considered a new significant impact or greater impact than analyzed in the EIR.

e) Objectionable Odors. The sources of odors for the project, primarily from food services in the stadium, would be the same for the modified project as for the 2006 Stadium Proposal. No new significant impact or greater impact would be created by the modified project.

f) Other Air Quality Issues Evaluated in the EIR. One air quality issue not identified in the checklist was evaluated in the EIR: the use of fireworks during events at the stadium.

Use of Fireworks. As with the 2006 Stadium Proposal, the modified project would include the use of fireworks at the stadium. The air quality impacts from the use of fireworks would be reduced to a less-than-significant level with implementation of Mitigation Measure AIR-3, which is described on page 152 of the EIR. With implementation of the mitigation measure, no new or greater impacts would be created by the modified project.

4.3.3 Conclusion

The modified project would not result in any new significant impacts to air quality, nor would it increase the severity of air quality impacts analyzed in the EIR for the 2006 Stadium Proposal. **(No New Significant Impact)**

4.4 BIOLOGICAL RESOURCES

4.4.1 Setting

The regional and local biological resources context is generally the same as described for the 2006 Stadium Proposal in Section V.F, Biological Resources, of the EIR. The stadium site is the same as for the 2006 Stadium Proposal. The proposed sites for the parking structure are located one to two blocks west of the Los Gatos Creek riparian corridor, whereas the site for the parking structure under the 2006 Stadium Proposal is adjacent to the creek.

4.4.2 Environmental Checklist and Discussion of Impacts

Biological Resources						
Issues	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "2006 Stadium Proposal"	Less Impact than "2006 Stadium Proposal"	Information Source(s)/ Discussion Location
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐	☐	1,22,23
b) Have a substantial adverse effect on any aquatic, wetland, or riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	☐	1,22,23
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act including, but not limited to, marsh, vernal pool, coastal, etc., through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	☐	1,22,23
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒	☐	1,22,23
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	☐	1,22,23
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	☐	1,22,23

a) Special Status Species and Sensitive Habitat. No components of the modified project would be constructed within sensitive habitat, including aquatic, wetland, or riparian habitat.

The stadium would be in the same location and would have a similar configuration and orientation to that of the 2006 Stadium Proposal. As such, construction activities for the stadium site adjacent to the Los Gatos Creek riparian corridor would have the same potential effect to disturb nesting Cooper's hawks and other raptors under the modified project as under the 2006 Stadium Proposal. Implementation of Mitigation Measure BIO-2, which is described on page 187 of the EIR, would reduce this impact to a less-than-significant level. The proposed 50-foot setback for roadways and structures from the top of bank of Los Gatos Creek would apply to the modified project as it would to the 2006 Stadium Proposal. The City would apply for a permit from the Santa Clara Valley Water District for any work within 50 feet of Los Gatos Creek top of bank. No new significant impact or greater impact to wildlife or sensitive habitat would occur at the stadium site.

The area south of Park Avenue would not be developed for a parking structure under the modified project and the potential impacts to nesting for Cooper's hawks and other raptors that would occur under the 2006 Stadium Proposal would not occur under the modified project in this area. The parking structure under the modified project would be located one to two blocks west of the Los Gatos Creek riparian corridor and would have lesser impacts, to wildlife habitat along Los Gatos Creek. The sites for the parking structure are developed with urbanized uses, including parking lots, a foundry, a church, and other light industrial and office buildings. The Montgomery/Autumn Street parking structure site is bordered by a small number of street trees, and the HP Pavilion parking structure site is a parking lot. Neither area serves as habitat for any special status species. Construction of a parking structure on either site would not result in new or greater impacts to sensitive habitat or wildlife, including special status species.

The parcels that would be acquired for realignment of S. Autumn Street contain a few trees and other landscaping. The parcels are developed with urbanized uses and do not contain sensitive habitat for any special status species. Project activities in this area would not result in new or greater impacts to sensitive habitat or wildlife, including special status species.

b) Aquatic, Wetland or Riparian Habitat. The modified project's impacts upon aquatic, wetland or riparian habitat would be the same (less than significant) as under the 2006 Stadium Proposal. Refer to subsection 4.4.2.a.

c) Wetlands. The modified project's impacts upon wetlands would be the same (less than significant) as under the 2006 Stadium Proposal. Refer to checklist item a, above, in this subsection.

d) Movement of Native Species. The stadium site would be same as that for the 2006 Stadium Proposal and would not create new or greater impedance to the movement of native species. The area south of Park Avenue would not be developed for a parking structure and any impacts to the movement of native species on this site would not occur under the modified project. The parking structure sites under the modified project contain street trees or trees located in landscaped islands in a parking lot that do not serve as habitat or as a native resident or migratory wildlife corridor; construction of a parking structure on either site and removal of the trees would not result in an impact to the movement to native species. The parcels to be acquired for realignment of S. Autumn Street contain a few trees and other vegetation, but they do not serve as habitat or as a wildlife corridor. The modified project's impacts upon the movement of native species would be the same (less than significant) as under the 2006 Stadium Proposal.

e) Local Policies or Ordinances. The EIR identifies 45 ordinance-size trees on the project site, approximately a dozen of which are located on the previous site for the parking structure, south of Park Avenue. The 12 trees would not be removed under the modified project because this site would not be developed. The site of the Montgomery/Autumn Street parking structure proposed under the modified project contains 9 trees, four of which are ordinance-size trees – the three palm trees on VTA property at the sound end of the site and a street tree in front of 35 S. Autumn Street. The HP Pavilion parking lot contains 35 trees of which 6 to 35 would be removed depending upon which parking structure configuration is selected. None of the trees in the HP Pavilion parking lot are ordinance-size. There are four trees on the parcels that would be acquired for the realignment of S. Autumn Street. One of these four trees is ordinance-size. Because fewer potential ordinance-size trees (a total of 34 for stadium with the HP Pavilion parking structure or the "no parking structure" options and 38 for the stadium with the Montgomery/Autumn Street parking structure option) are located within the site for the modified project than within the site for the 2006 Stadium Proposal, the impact to ordinance-size trees would be less for the modified project than for the 2006 Stadium Proposal. Implementation of Mitigation Measure BIO-1as described on page 359 of the First Amendment to the EIR, would the reduce impact to ordinance-size trees to a less-than-significant level.

f) Habitat Conservation Plans. The project site is not located in an area covered by a Habitat Conservation Plan and, like the 2006 Stadium Proposal, the modified project would not conflict with a habitat conservation plan.

4.4.3 Conclusion

The modified project would not result in any new significant impacts to biological resources, nor would it increase the severity of impacts to biological resources analyzed in the EIR for the 2006 Stadium Proposal. **(No New Significant Impact)**

4.5 CULTURAL RESOURCES

4.5.1 Setting

The cultural resources setting is generally the same as described for the 2006 Stadium Proposal in Section V.J, Cultural Resources, of the EIR. The stadium site is the same as for the 2006 Stadium Proposal. The area south of Park Avenue would not be developed for a parking structure and any cultural resources in this area would not be directly affected by the modified project. The proposed site for the Montgomery/Autumn Street parking structure is located one block north of the proposed stadium site; the site is occupied by industrial/commercial buildings and a church. The HP Pavilion parking structure site is a paved parking lot. Realignment of S. Autumn Street requires the acquisition of several parcels on the east side of S. Montgomery Street. These parcels are occupied by a bungalow-style residence and a commercial storefront.

4.5.2 Environmental Checklist and Discussion of Impacts

Cultural Resources						
Issues	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "2006 Stadium Proposal"	Less Impact than "2006 Stadium Proposal"	Information Source(s)/ Discussion Location
a) Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines §15064.5?	☐	☐	☐	☒	☐	1,2,11-15, 22-25
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	☐	☐	☐	☒	☐	1,2,22,23
c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☐	☐	☒	☐	1,2,22,23
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒	☐	1,2,22,23

LSA Associates prepared an updated cultural resources survey for the new components of the project that would be constructed as part of the modified project. The responses to the cultural resources questions below are based on information contained within the cultural resources report, which is included as Attachment A to this Initial Study, and environmental documentation prepared for an earlier proposal to build on the parking structure site between S. Autumn and S. Montgomery streets as cited in the table above. In addition, two prior environmental documents address the HP Pavilion parking structure site were consulted.[8]

a) Historical Resources. Construction activities on the stadium site would have the same impact on historical resources (specifically the KNTV and Sunlite Baking Company buildings) under the modified project as under the 2006 Stadium Proposal. Unless the former KNTV and Sunlite Baking Company buildings could be relocated or incorporated into the project as described in Mitigation Measures CULT-

[8] The documents that address the HP Pavilion parking structure site are *BART Extension to Milpitas, San José and Santa Clara, Draft Supplemental Environmental Impact Report* (Santa Clara Valley Transportation Authority, January 2007) and *Silicon Valley Rapid Transit Corridor Draft Environmental Impact Statement and Draft Section 4(f) Evaluation* (Santa Clara Valley Transportation Authority, March 2009).

1b and CULT-1c, which are listed on page 363 of the First Amendment to the EIR and Mitigation Measures CULT-2a and -2b, which are listed on page 5 of the Revised Cultural Resources Section that was recirculated in August 2006, there would be a significant and unavoidable direct impact to the buildings, which would be demolished. The stadium would also have an indirect impact on the Diridon Station located at 65 Cahill Street. Even with implementation of Mitigation Measures CULT-2a and -2b as described on page 363 and 364 of the First Amendment to the EIR, this impact would remain significant and unavoidable for both the 2006 Stadium Proposal and the modified project.

The area south of Park Avenue would not be developed for a parking structure under the modified project and there would be no impact to historical resources in this area.

The proposed site of the Montgomery/Autumn Street parking structure contains industrial and commercial buildings (see Figures A-6 through A-8). These buildings include:

- 40 S. Montgomery Street, APNs 259-38-028 and -029
- 50 S. Montgomery Street, APN 259-38-027
- 56 S. Montgomery Street, APN 259-38-085
- 35 S. Autumn Street, APN 259-38-009
- 55 S. Autumn Street, APN 259-38-010
- 57 S. Autumn Street, APN 259-38-011
- 59 S. Autumn Street, APN 259-38-141

The buildings listed above have been addressed by previous environmental analyses, and the status of each under CEQA has been determined.[9] None of the properties listed above was found to be eligible for listing in the National Register of Historic Places or the California Register of Historical Resources. Therefore, they are not considered historical resources for the purposes of CEQA. The demolition of these buildings for the construction of the parking structure would not be considered a new significant impact or greater impact than analyzed in the EIR. The HP Pavilion parking structure site is a paved parking lot and contains no buildings that would qualify as historical resources.

LSA Associates conducted a records search and visual review of the two buildings (a bungalow located at 565 Lorraine Avenue, APN 259-47-068, and a commercial storefront located at 282 S. Montgomery Street northeast of its intersection with San Carlos Street, APN 259-47-080) that would be demolished to allow for the realignment of S. Autumn Street (see Attachment A). Photographs of the buildings are provided in Figure A-9. This work was performed because these two properties were not documented by the previous environmental analyses referenced earlier. Based on the results of the records search and visual review, LSA concludes that the buildings do not appear to qualify as historical resources under CEQA (PRC Section 21084.1). The buildings are unexceptional examples of architectural styles common in San José, and do not exhibit distinctive design elements or methods of construction. The buildings do not appear to meet the criteria for consideration as landmarks under Chapter 13.48 of the San José Municipal Code (Historic Preservation Ordinance), nor do they appear to qualify as structures of merit for the purposes of listing in the San José Historic Resources Inventory. No evidence was identified linking the buildings to events or persons significant in local, state, or national history. A lack of integrity due to

[9] The eligibility conclusions for these buildings are documented in *BART Extension to Milpitas, San José and Santa Clara, Draft Supplemental Environmental Impact Report* (Santa Clara Valley Transportation Authority, January 2007) and *Silicon Valley Rapid Transit Corridor Draft Environmental Impact Statement and Draft Section 4(f) Evaluation* (Santa Clara Valley Transportation Authority, March 2009).

prior modifications of the residential building on Lorraine Avenue and the lack of architectural significance of the commercial building on S. Montgomery Street preclude their potential consideration as historical resources under CEQA. Therefore, the demolition of these buildings for the realignment of S. Autumn Street would not be considered a new significant impact or greater impact than analyzed in the EIR.

Prior environmental analyses identified three potential archaeological deposits or features in the HP Pavilion parking structure site, but no additional information was given about the nature or extent of the resources. [10] The analyses acknowledged that it was not possible to determine the significance of such resources until archaeological testing could be conducted. The potential to disturb buried archaeological resources was identified as a potential impact of the 2006 Stadium Proposal in the certified EIR. The mitigation generally consisted of monitoring during ground-disturbing activities, such as excavation. Because of the potential sensitivity of the HP Pavilion site, CULT-3 of the certified EIR shall be appended to include the following text:

> Mitigation Measure CULT-3b: The HP Pavilion parking structure option contains three archaeological "locations or areas" (*BART Extension to Milpitas, San José, and Santa Clara Draft Supplemental Environmental Impact Report* [January 2007], Appendix F, Map 36, Features H52, H53A, and H53B) identified as containing archaeological deposits that may qualify as historical or unique archaeological resources under CEQA. Preconstruction archaeological test excavation shall occur at these "locations or areas" prior to ground disturbing construction. The purpose of the excavation shall be to identify the nature, extent, and status under CEQA of these archaeological features. The excavation shall also inform recommendations for the treatment of the features, should they be intact and qualify as significant.
>
> Feasible measures shall be implemented to avoid, reduce, or offset significant impacts to resources that so qualify. Feasible measures may include, but are not limited to, capping the resource to prevent further localized ground disturbance; documentation on state of California DPR 523 form records; or data recovery excavation pursuant to a research design approved by the City. The measures will avoid further impacts to the resource, minimize the amount of project-related disturbance necessary, or provide documentation of the data potential that would be lost through the deposit's destruction. The test excavation shall be directed by an individual who meets the Secretary of the Interior's Professional Qualifications Standards for historical and prehistoric archaeology. If prehistoric archaeological resources are suspected, a Native American monitor shall observe the excavation. A report shall be prepared that documents the methods and results of the excavations, and shall be submitted to the City of San José and the Northwest Information Center.

b) Archaeological Resources. Construction activities on the stadium site would have the same potential to encounter and disturb archaeological resources under the modified project as under the 2006 Stadium Proposal. The area south of Park Avenue would not be developed for a parking structure under the modified project and there would be no impact to archaeological resources in this area. As with any subsurface activities in the area, there is some potential to affect archaeological resources at the sites of the proposed parking structure and at properties to be acquired for the realignment of S. Autumn Street. Implementation of Mitigation Measure CULT-3, which is described on page 245 of the EIR, would

[10] The documents that address the HP Pavilion parking structure site are *BART Extension to Milpitas, San José and Santa Clara, Draft Supplemental Environmental Impact Report* (Santa Clara Valley Transportation Authority, January 2007) and *Silicon Valley Rapid Transit Corridor Draft Environmental Impact Statement and Draft Section 4(f) Evaluation* (Santa Clara Valley Transportation Authority, March 2009).

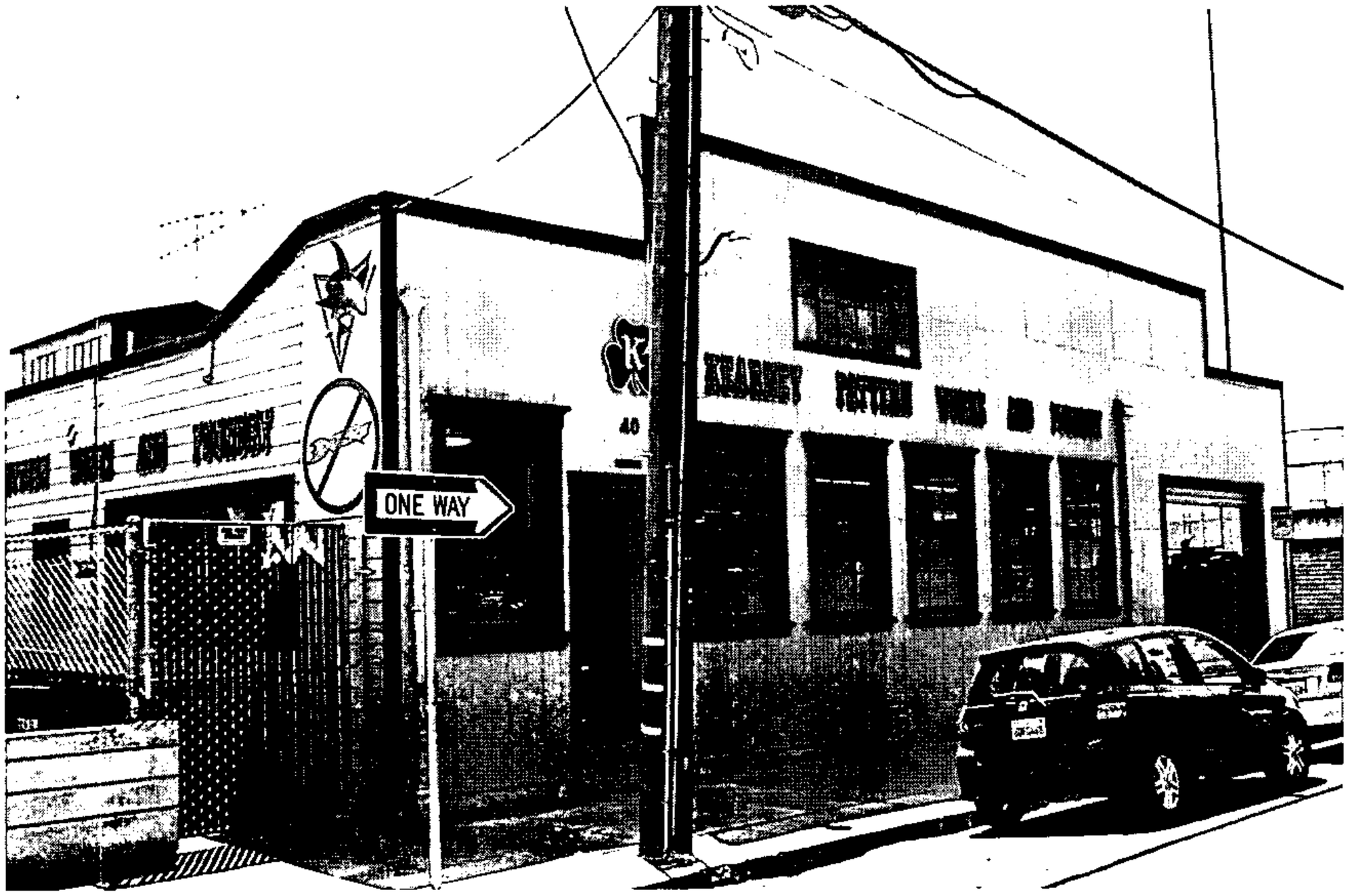
reduce any impacts to archaeological resources to less-than-significant levels. No new significant impact or greater impact to archaeological resources would be caused by the modified project.

c) Paleontological Resources. Construction activities on the stadium site would have the same potential to encounter and disturb paleontological resources under the modified project as under the 2006 Stadium Proposal. The area south of Park Avenue would not be developed for a parking structure under the modified project and there would be no impact to paleontological resources in this area. As with any subsurface activities in the area, there is some potential to affect paleontological resources at the sites of the proposed parking structure and at properties to be acquired for the realignment of S. Autumn Street. Implementation of Mitigation Measure CULT-5, which is described on page 246 of the EIR, would reduce any impacts to paleontological resources to less-than-significant levels. No new significant impact or greater impacts to paleontological resources would be caused by the modified project.

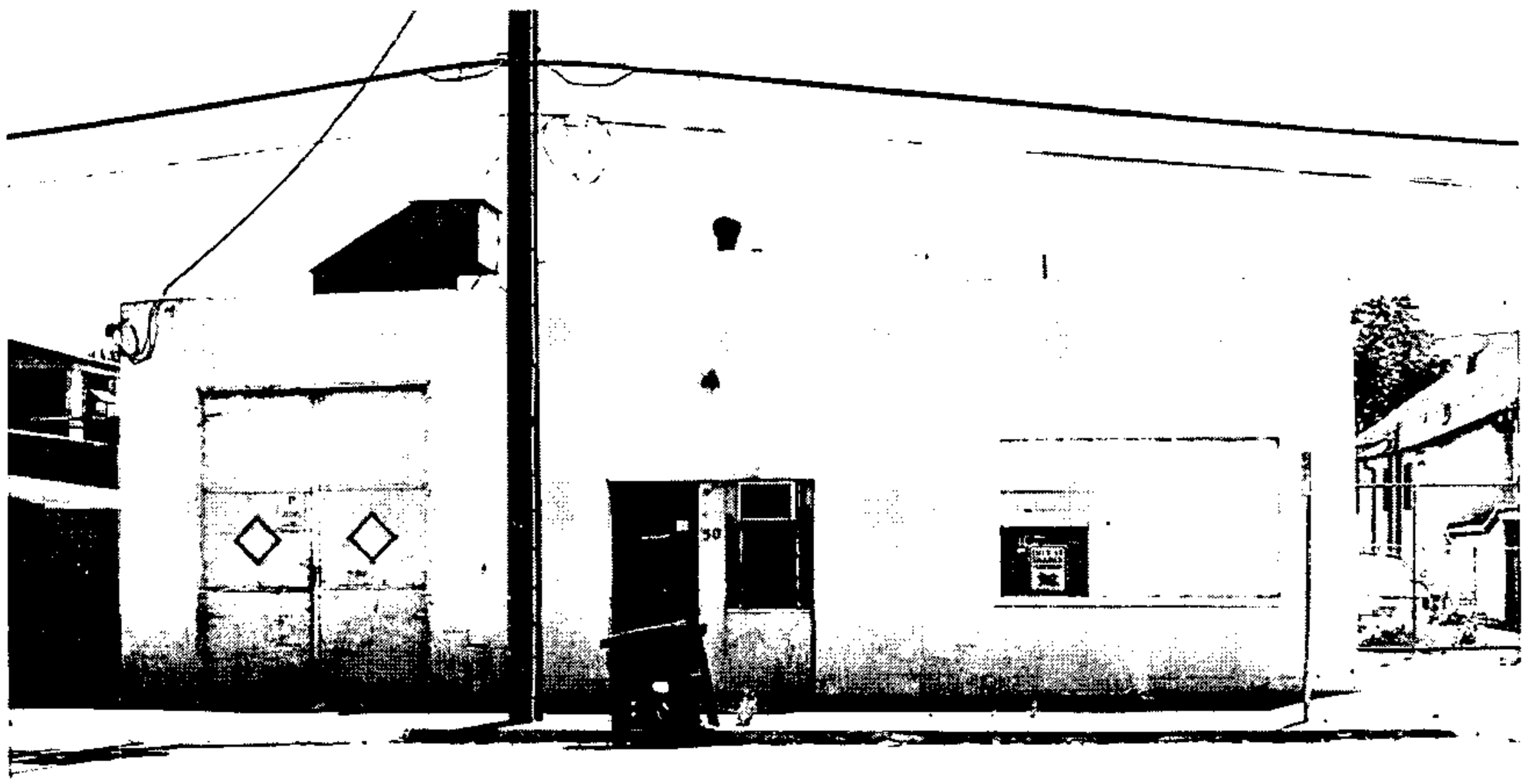
d) Human Remains. Construction activities on the stadium site would have the same potential to encounter and disturb human remains under the modified project as under the 2006 Stadium Proposal. The area south of Park Avenue would not be developed for a parking structure under the modified project and human remains, if present in this area, would not be disturbed. As with any subsurface activities in the area, there is some potential to encounter human remains at the sites of the proposed parking structure and at properties to be acquired for the realignment of S. Autumn Street. Implementation of Mitigation Measure CULT-4, which is described on page 246 of the EIR, would reduce any impacts to human remains to less-than-significant levels. No new significant impact or greater impact to human remains would be caused by the modified project.

4.5.3 Conclusion

The modified project would not result in any new significant impacts to cultural resources, nor would it increase the severity of impacts analyzed in the EIR for the 2006 Stadium Proposal. **(No New Significant Impact)**



40 S. Montgomery Street (APNs 259-38-028, 259-38-029)



50 S. Montgomery Street (APN 259-38-027)

LSA

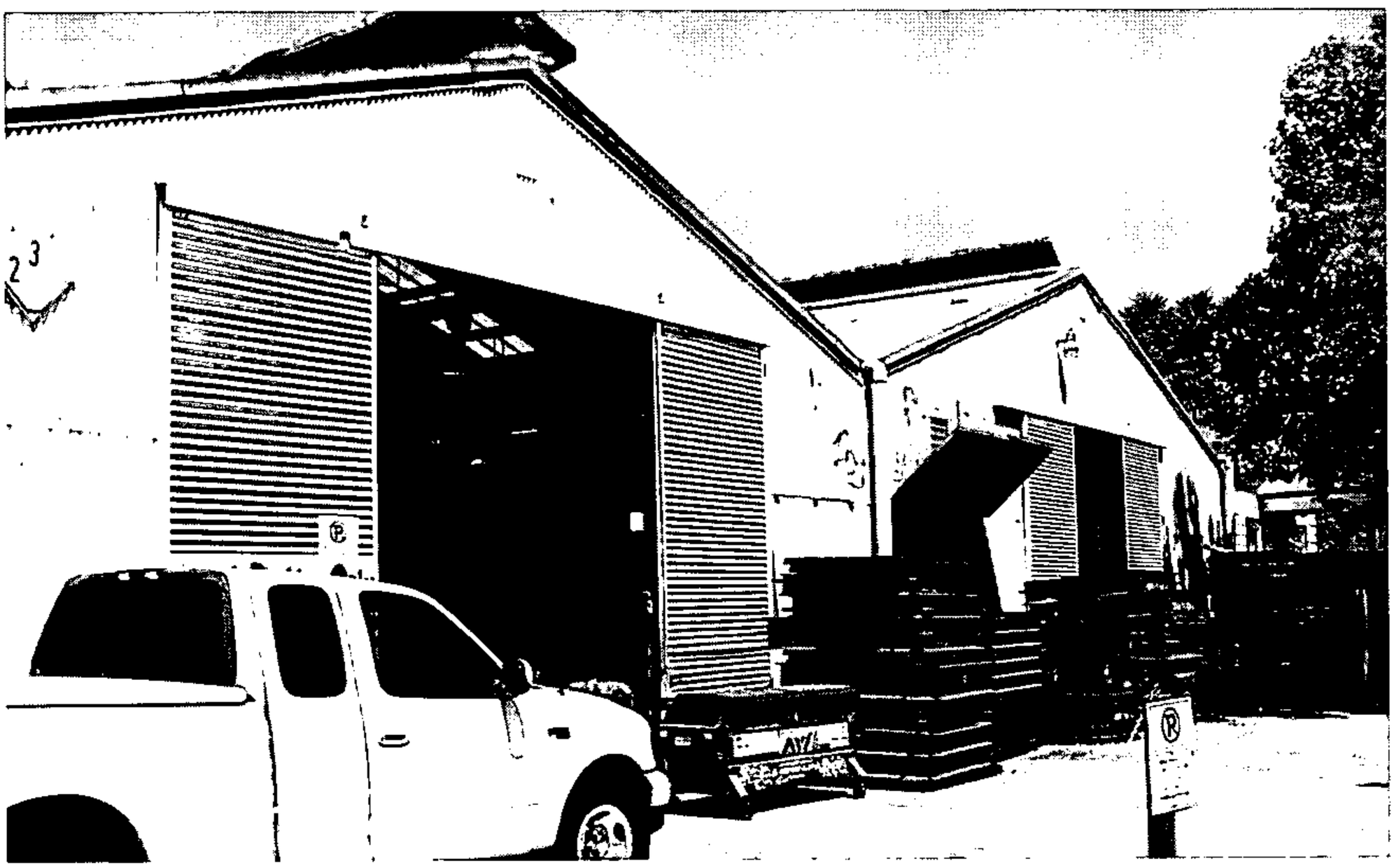
FIGURE A-6

Baseball Stadium in the
Diridon/Arena Area Supplemental EIR
Photographs of Montgomery/Autumn Street
Parking Structure Site

SOURCE: LSA ASSOCIATES, INC., 2009.

I:\SJO0903 Ballpark Addendum\figures\Initial Study\Figs_A6-A9 (11/17/09)

56 S. Montgomery Street (APN 259-38-085)



55 S. Autumn Street (APN 259-38-010)

LSA

FIGURE A-7

Baseball Stadium in the
Diridon/Arena Area Supplemental EIR
Photographs of Montgomery/Autumn Street
Parking Structure Site

SOURCE: LSA ASSOCIATES, INC., 2009.

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57 and 59 S. Autumn Street (APNs 259-38-011, 259-38-141)

35 S. Autumn Street (APN 259-38-009)

LSA

FIGURE A-8

Baseball Stadium in the
Diridon/Arena Area Supplemental EIR
Photographs of Montgomery/Autumn Street
Parking Structure Site

SOURCE: LSA ASSOCIATES, INC., 2009.

I:\SJO0903 Ballpark Addendum\figures\Initial Study\Figs_A6-A9 (11/17/09)

565 Lorraine Avenue (APN 259-47-068)

282 S. Montgomery Street (APN 259-47-080)

LSA

FIGURE A-9

Baseball Stadium in the
Diridon/Arena Area Supplemental EIR
Photographs of Properties at
Realignment of S. Autumn Street

SOURCE: LSA ASSOCIATES, INC., 2009.

I:\SJO0903 Ballpark Addendum\figures\Initial Study\Figs_A6-A9 (11/17/09)

4.6 GEOLOGY AND SOILS

4.6.1 Setting

The regional and local geology context is generally the same as that described in the V.G, Geology, Soils and Seismicity of the EIR. The location of the stadium would be the same as that evaluated within the EIR. The parking structure for the modified project would be constructed one or two blocks north of the project, and the modified project would include three additional parcels located on Lorraine Avenue/S. Montgomery Street.

4.6.2 Environmental Checklist and Discussion of Impacts

Geology and Soils						
Issues	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "2006 Stadium Proposal"	Less Impact than "2006 Stadium Proposal"	Information Source(s)/ Discussion Location
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒	☐	1,2,3
1) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒	☐	1,2
2) Strong seismic ground shaking?	☐	☐	☐	☒	☐	1,2,3
3) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒	☐	1,2,3
4) Landslides?	☐	☐	☐	☒	☐	1,2
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	☐	1,2
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒	☐	1,2,3
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒	☐	1,2,28
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	☐	1,2

a) Seismicity and Seismic Hazards. The modified project would be located in the same general area as the 2006 Stadium Proposal. The closest active fault to the project area is approximately 6 miles away, and the modified project would not be subject to fault rupture at the site. The components of the modified project would not be located in an area susceptible to landsides. Implementation of Mitigation Measure

GEO-1, which is described on page 197 of the EIR, would reduce seismic hazards impacts to less-than-significant levels.

Regional mapping by ABAG indicates moderate to high susceptibility to liquefaction across the modified project site.[11] Implementation of Mitigation Measure GEO-4 as described on page 199 of the EIR would reduce this potential impact to a less-than-significant level. The modified project would not result in new or greater seismic hazard impacts than analyzed in the EIR.

b) Soil Erosion. Please see subsection 4.8, Hydrology and Water Quality, for a discussion of soil erosion impacts.

c) Unstable Geologic Unit. The components of the modified project would be located in the same general area as those for the 2006 Stadium Proposal. As noted in subsection 4.6.2.a, ABAG mapping indicates that the area has a moderate to high susceptibility to liquefaction. The area also has a moderate risk of lateral spreading and may be susceptible to differential settlement in portions of the site that contain loose or uncontrolled (non-engineered) fill, as described in the EIR. Implementation of Mitigation Measures GEO-1, GEO-3 and GEO-4, which are described on pages 197 to 199 of the EIR, would reduce impacts associated with an unstable geologic unit to less-than-significant levels. The modified project would not result in new or greater impacts associated with an unstable geologic unit than analyzed in the EIR.

d) Expansive Soils. The modified project would be located in the same general area as the 2006 Stadium Proposal and soils underlying the site have the same moderate to high shrink/swell potential as the project.[12] Implementation of Mitigation Measure GEO-2 as described on page 197 of the EIR would reduce the impact of expansive soils to a less-than-significant level. The modified project would not result in new or greater expansive soils impacts than analyzed in the EIR.

e) Septic Tanks. No septic tanks are proposed as part of the project or the modified project.

4.6.3 Conclusion

The modified project would not result in any new significant impacts to geology, soils or seismic safety, nor would it increase the severity of geology, soils and seismic hazard impacts analyzed in the EIR for the 2006 Stadium Proposal. **(No New Significant Impact)**

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[11] Association of Bay Area Governments, 2009. *ABAG Liquefaction Maps and Information* (http://www.abag.ca.gov/bayarea/eqmaps/liquefac/liquefac.html, June 3.

[12] U.S. Department of Agriculture, 1968. *Soils of Santa Clara County.*

4.7 HAZARDS AND HAZARDOUS MATERIALS

4.7.1 Setting

The hazards and hazardous materials context is generally the same as that described in the V.I, Hazards and Hazardous Materials, of the EIR. Current and historical land uses at and near the modified project site may have included uses that have the potential to release contaminants to soil and groundwater. The EIR outlines the potential hazards associated with the originally proposed Stadium site. Table 4.7 identifies the additional parcels that would be included under the modified project.

Table A-1: Current Land Uses of Parcels Added by the Modified Project

Current Land Use	Address	APNs
Packing/Shipping Supply Store	282 S. Montgomery St.	259-47-080
Single-family residence	565 Lorraine Ave.	259-47-068
Vacant Lot	No street address	259-47-059
Sidewalk and landscaping	68 S. Montgomery St.	259-38-133 (north of VTA line)
Church	56 S. Montgomery St.	259-38-085
Unknown	50 S. Montgomery St.	259-38-027
Kearney Pattern Works and Foundry	40 S. Montgomery St.	259-38-028, -029
Single-family residence	35 S. Autumn St.	259-38-009
Kearney Pattern Works and Foundry	55-57 S. Autumn St.	259-38-010, -011
C&S Truck Repair	59 S. Autumn St.	259-38-141
HP Pavilion parking lot	525 W. Santa Clara St.	259-28-041, 043, 044

Source: City of San José and LSA Associates, Inc. 2009.

Current land uses associated with hazardous materials are described below. The uses are similar to those analyzed in the EIR for the 2006 Stadium Proposal, which included vehicle maintenance facilities, an iron works/machine shop and an electrical substation.

59 S. Autumn Street. C&S Truck Repair is located at this site that would be occupied by the parking structure for the modified project. Hazardous materials that may be present would include petroleum-based lubricants, waste oil, solvents, and fuels.

55-57 S. Autumn Street and 40 S. Montgomery Street. The Kearney Pattern Works and Foundry is located at this site that would be occupied by the parking structure for the modified project. Hazardous materials that may be located on site could include metals, petroleum products, solvents, waste oil, mixed oil, and liquids with halogenated organic compounds.

Other properties that would need to be acquired to construct the Montgomery/Street parking structure and to realign S. Autumn Street are occupied by a church, a residence and a small business. Occupants of these properties may use small quantities of commercial and consumer products, such as paints, solvents and petroleum products, that have hazardous properties. All buildings within the site of the proposed parking structure and the realignment of S. Autumn Streets appear to have been built before 1980. As such, lead-based paint and asbestos containing paint may be present in building materials at the sites.

HP Pavilion. The HP Pavilion and its associated parking lot are located in a former industrial area of San José where a PG&E coal gasification plant, various automobile repair and service businesses, underground storage tanks, oil/water clarifers, and drums were located. During remediation of the site in the 1990s, the area under the HP Pavilion was excavated to a depth of 17 feet below ground surface (bgs) and surrounded by an impermeable cutoff (slurry) wall to a depth of 35 feet bgs to prevent lateral migration of contaminants into or out of the area. The soil underneath the HP Pavilion and contained within the slurry wall is contaminated with traces of polynuclear aromatic hydrocarbons (PAHs), total

petroleum hydrocarbons as gasoline, as diesel, and as oil and grease. Excavated contaminated soil with the highest concentrations of contaminants was encapsulated in an area now occupied by part of the HP Pavilion parking lot.

According to a Site Mitigation Plan for the HP Pavilion site and parking lot, an encapsulated area containing excavated soil with the highest concentrations of contaminants from the remediation effort is located in the southern portion of the HP Pavilion parking lot, south of the lot's entry from Julian Street and southeast of the vehicle aisle that separates the north and south sections of the lot.[13] The encapsulated area is underlain by a compacted clay liner and capped beneath a clay layer, a clean backfill layer, and the asphalt cap for the parking lot. Contaminants are PAHs greater than 3,000 milligrams/kilogram (mg/kg), lead up to 4,000 mg/kg, and total petroleum hydrocarbons as gasoline at 390 mg/kg, as diesel at 1,500 mg/kg, and as oil and grease up to 13,000 mg/kg. Soil beneath the remainder of the parking lot also contains contaminants. The contaminants in this area include PAHs, lead, and total petroleum hydrocarbons as gasoline, as diesel, and as oil and grease, albeit at lower concentrations than within the encapsulated area. This area of the parking lot is capped with asphalt.

The entire property is subject to a deed restriction. The deed restriction requires regular, periodic monitoring of groundwater and maintenance of the integrity of the cap. Any activities that may disturb the cap, including but not limited to excavation, grading, removal, trenching, filling, earth movement, or mining, are not be permitted without prior review and written approval by the Department of Toxic Substances Control (DTSC). The deed restriction further requires that all uses and development of the property must preserve the integrity of the cap and that the cap cannot be altered without prior written approval by the DTSC. Prior to disturbing the deed restricted area, a Work Plan must be submitted to the DTSC for approval. The Work Plan would include information such as description of work to be performed, a Health & Safety Plan, methods for handling and disposal of contaminated soil/groundwater spoils that would be generated and methods to repair the integrity of the cap as quickly as possible.

4.7.2 Environmental Checklist and Discussion of Impacts

Hazards and Hazardous Materials						
Issues	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "2006 Stadium Proposal"	Less Impact than "2006 Stadium Proposal"	Information Source(s)/ Discussion Location
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒	☐	1,2
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒	☐	1,2
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	☐	1,2

[13] Wahler Associates, 1990. *Site Mitigation Plan*, Downtown Arena Project, San José, California, prepared for the San José Redevelopment Agency, February.

Hazards and Hazardous Materials						
Issues	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "2006 Stadium Proposal"	Less Impact than "2006 Stadium Proposal"	Information Source(s)/ Discussion Location
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	☐	1,2,7,29
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	☐	1,2
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	☐	1,2
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐	1,2
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒	☐	1,2

a) Use, Storage and Disposal of Hazardous Materials. The modified project would use, store and dispose of the same types of hazardous materials during the construction and operation phases as the 2006 Stadium Proposal. Implementation of Mitigation Measures HAZ-2, HAZ-3 and HAZ-4, as described on pages 222 and 223 of the EIR, would reduce this potential impact to a less-than-significant impact. The modified project would not result in new or greater hazard impacts than analyzed in the EIR.

b) Hazardous Materials near Sensitive Receptors. The Foundry Community Day School is located within ¼-mile of the project site, as noted on page 219 of the EIR. Implementation of Mitigation Measures HAZ-1a, HAZ-1b, and HAZ-4 as described on pages 220 to 224 of the EIR would reduce the potential impacts to sensitive receptors, including those at the school, to less-than-significant levels. The modified project would not result in new or greater hazardous materials impacts to sensitive receptors than analyzed in the EIR.

c) Government Code Section 65962.5. With the exception of the HP Pavilion and its associated parking lot, none of the new components of the modified project site are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 although there are a few hazardous waste release sites closer to the Montgomery/Autumn Street parking structure than they were to the components

of the 2006 Stadium Proposal.[14] Subsequent to the certification of the EIR, a confirmed release site – the former KNTV property at 645 Park Avenue – was identified on the proposed stadium site by the Regional Water Quality Control Board, San Francisco Bay Region (Water Board); the contamination has been investigated and the Water Board issued a "no further action" letter on June 20, 2008. This property was noted as a potential release site on page 214 of the EIR. Implementation of Mitigation Measures HAZ-1a and HAZ-1b, described on page 220 to 222 of the EIR, would reduce the potential hazardous materials impacts to a less-than-significant level. If the parking structure were built on the HP Pavilion parking lot site, the DTSC would be notified, the potential effects of constructing the parking structure, if any, on the cap and underlying contaminated materials would be assessed, and a new deed restriction would be negotiated, if necessary. Although not explicitly identified in Mitigation Measures HAZ-1a and HAZ-1b, these activities would be part of the required regulatory oversight process. Implementation of the mitigation measures and enforcement of regulatory and deed restriction requirements would ensure that potential impacts would be less than significant. The modified project would not result in new or greater hazardous materials impacts than analyzed in the EIR.

d) Airport Land Use Plan. Due to the proximity of the aircraft flight paths for the Norman Y. Mineta San José International Airport, development of either the 2006 Stadium Proposal or the modified project is subject to height restrictions pursuant to Federal Aviation Regulations, Part 77, as described on page 82 of the EIR. The location of the stadium under the modified project would be the same as or similar to the 2006 Stadium and the stadium would be 10 feet shorter; the parking structure would be in a different location and could be taller than the previously proposed parking structure. The eight-level Montgomery/Autumn Street parking structure may be up to 80 feet, which would be shorter than the proposed stadium or the HP Pavilion that is located to the north (and closer to the airport). The two- to six-level parking structure proposed for the HP Pavilion parking lot site would be shorter than the adjacent HP Pavilion. Uses of the ballpark would be the same as those described and analyzed in the EIR, including the use of night lighting and fireworks. Implementation of Mitigation Measures LU-1, SHADE-2a and -2b would reduce the potential impact to airport operations associated with nighttime lighting and fireworks displays to a less-than-significant level, as described on page 264 of the EIR. The modified project would not result in new significant impacts or greater impacts than analyzed in the EIR.

See also subsection 4.9, Land Use and Planning, for a discussion of the City's policies regarding one-engine inoperative emergency procedures for airplanes taking off from the airport.

e) Emergency Response Plan. The modified project would not interfere with emergency response plans. The modified project includes the same proposed street closures as the 2006 Stadium Proposal and would not result in a new significant impact or greater impact to an emergency response plan than analyzed in the EIR.

f) Wildland Fire. The modified project is located within urban areas that are not adjacent to any designated wildfire hazard area. The modified project would not result in a new significant impact or greater wildfire hazard impact than analyzed in the EIR.

4.7.3 Conclusion

The modified project would not result in any new significant impacts from hazards, nor would it increase the severity of hazards impacts analyzed in the EIR for the 2006 Stadium Proposal. **(No New Significant Impact)**

[14] California Environmental Protection Agency, 2009. Search of Cortese List Data Resources website on June 5, 2009 (http://www.calepa.ca.gov/SiteCleanup/CorteseList/).

4.8 HYDROLOGY AND WATER QUALITY

4.8.1 Setting

The regional and local hydrology and water quality setting is generally the same as that described in the V.H, Hydrology and Water Quality of the EIR. The modified project site is relatively flat and primarily developed with impervious surface. Most of the rainfall at the site encounters the impervious surfaces and flows overland into the City-maintained storm drain system. No open creek or stream channels cross the site; however, Los Gatos Creek flows along the eastern project site boundary and within an underground culverted channel along the northwestern boundary of a parcel included as part of the modified project (at the Lorraine Avenue/Montgomery Street intersection).

4.8.2 Environmental Checklist and Discussion of Impacts

Hydrology and Water Quality						
Issues	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "2006 Stadium Proposal"	Less Impact than "2006 Stadium Proposal"	Information Source(s)/ Discussion Location
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒	☐	1,2
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	☐	1,2
c) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	☐	☐	☐	☒	☐	1,2
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☐	☒	☐	1,2
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒	☐	1,2
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒	☐	1,2
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒	☐	1,2,9

Hydrology and Water Quality						
Issues	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "2006 Stadium Proposal"	Less Impact than "2006 Stadium Proposal"	Information Source(s)/ Discussion Location
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒	☐	1,2,9
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒	☐	1,2,4
j) Be subject to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐	1,2

a) Water Quality Standards. The construction phase and operation phase activities for the modified project would be the same as those proposed for the 2006 Stadium Proposal. The modified project would therefore have the same impacts on water quality as the 2006 Stadium Proposal. Implementation of Mitigation Measures HYD-2 and HYD-3 as described on pages 210 to 212 in the EIR would ensure that the modified project would not violate water quality standards during the construction or operational phases. The modified project would not result in a new significant impact or greater water quality impact than analyzed in the EIR.

b) Deplete Groundwater Resources. The modified project could cause the same potential localized reduction in water pressure as described on page 206 of the EIR for the 2006 Stadium Proposal. If this were to occur, at the San José Water Company's recommendation, the City may install one new well in an easement within the area with access to the existing water lines. Because there would be no change in the water demand of the new well under the modified project as compared with the 2006 Stadium Proposal, the impact to groundwater levels by the well would be the same for both. The impact of the well installation would be less than significant.

The amount of impervious surface that would be created by the modified project would not be substantially different than that of the 2006 Stadium Proposal and might be slightly lower due to the reduced impervious footprint if the Montgomery/Autumn Street parking structure were selected. The modified project, like the 2006 Stadium Proposal, would incrementally decrease the quantity of impervious surfaces and therefore incrementally increase groundwater recharge as explained on page 206 of the EIR. The modified project would not result in a new significant impact or greater groundwater depletion impact than analyzed in the EIR.

c) Erosion. Construction activities would generally be the same as for the 2006 Stadium Proposal and would not increase erosion relative to the levels analyzed in the EIR. Operation of the ballpark and parking structure would be the same for the modified project and for the 2006 Stadium Proposal. Implementation of Mitigation Measures HYD-2a and HYD-2b as described on pages 210 to 211 of the EIR would reduce the potential erosion impact to a less-than-significant level. The modified project would not result in a new significant impact or greater erosion impact than analyzed in the EIR.

d) Existing Drainage Pattern. The proposed drainage would be the same as for the 2006 Stadium Proposal. The modified project would not develop the site south of Park Avenue that was intended for the parking structure under the 2006 Stadium Proposal and would not change drainage patterns in this area. The proposed sites of the parking structure for the modified project are nearly entirely covered by

impervious surfaces (i.e., buildings and parking lots) and the project would not substantially change drainage patterns at the sites. The modified project would not alter the course of a river or a stream. Implementation of HYD-1 as described on page 208 of the EIR would reduce the impact to drainage patterns to a less-than-significant level. The modified project would not result in a new significant impact or greater impact to drainage patterns than analyzed in the EIR.

e) Stormwater Conveyance Capacity. Both the modified project and the 2006 Stadium Proposal would decrease the area of impervious cover which is expected to result in a net decrease in total runoff from the site. However, the drainage patterns (which have not yet been specified) may change so that drainage amounts directed toward particular subareas may increase or decrease. The potential impact of the modified project would be the same as for the 2006 Stadium Proposal, although there would be localized differences between the two. Implementation of Mitigation Measure HYD-1 as described on page 208 of the EIR would reduce this potential impact to a less-than-significant level. Site uses are same for the modified project and 2006 Stadium Proposal; the modified project would therefore produce the same quality of runoff as the project (albeit there may be fewer pollutants generated by vehicles under the modified project because of the smaller capacity of the stadium and the corresponding reduction in vehicular traffic). The modified project would not result in a new significant impact or greater stormwater conveyance or stormwater quality impact than analyzed in the EIR.

f) Other Water Quality Effects. Because site uses are same for the modified project and 2006 Stadium Proposal, the modified project would produce the same quality of runoff as the 2006 Stadium Proposal although, as noted above, there may be fewer pollutants generated by vehicles under the modified project because of the smaller capacity of the stadium and the corresponding reduction in vehicular traffic. The modified project would not result in a new significant impact or greater water quality impact than analyzed in the EIR.

g) Placement of Housing in a Flood Zone. The modified project does not include any housing units and would not result in a new significant impact or greater flooding impact to housing than analyzed in the EIR.

h) Flood Flows. The stadium, parking structure, and roadway realignment components of the modified project are not located within a 100-year flood hazard zone as mapped by FEMA and would not result in a new significant impact or greater flooding impact than analyzed in the EIR.[15]

i) Dam or Levee Failure. The modified project is located in the same general area as the 2006 Stadium Proposal and the potential impact to both due to the catastrophic failure of one or more of the dams in the vicinity would be the same. The modified project would not result in a new significant impact or greater flooding impact due to the failure of a dam or levee than analyzed in the EIR.

j) Seiche, Tsunami or Mudflow.[16] The modified project is located in the same general area as the 2006 Stadium Proposal and, like the 2006 Stadium Proposal, there would be no impact from these types of events.

k) Other Hydrology-Related Topics Evaluated in the EIR. The modified project is located in the same area as the 2006 Stadium Proposal where groundwater could be encountered at about 15 feet or less below the ground surface and may therefore be encountered during excavation for building foundations,

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[15] Federal Emergency Management Agency, (revised to reflect LOMR October 25, 2006). Flood Insurance Rate Map (FIRM), City of San José, California, Community Panel Number 25 of 64. http://www.sanjoseca.gov/publicworks/tds/PDFS/Flood/panel%2025.pdf

[16] A seiche is a standing wave in an enclosed or partially enclosed body of water, such as a lake.

utilities, and other improvements. Removal of water from excavations (i.e., dewatering) may require special handling due to the presence of contaminants in the water. Implementation of the Mitigation Measure HYD-3 as described on page 212 of the EIR would reduce this potential impact to a less-than-significant level. The modified project would not result in a new significant impact or greater dewatering impact than described in the EIR.

4.8.3 Conclusion

The modified project would not result in any new significant impacts to hydrology or water quality, nor would it increase the severity of hydrology or water quality impacts analyzed in the EIR for the 2006 Stadium Proposal. **(No New Significant Impact)**

4.9 LAND USE AND PLANNING

4.9.1 Setting

The land use and planning context is generally the same as described for the 2006 Stadium Proposal in Section V.A, Land Use of the EIR. The stadium site for the modified project is the same as for the 2006 Stadium Proposal and the proposed parking structure sites for the modified project are located in the same area, one or two blocks to the north. Note that some structures on the stadium site described in the Land Use section of the EIR have been demolished since the EIR was certified. This change in the setting does not have a substantial effect on the land use analysis because it does not create new communities or community connections that would be affected by the modified project. This section also addresses the issue of urban decay in the vicinity of the Oakland Coliseum, which was raised during the scoping process, should the A's relocate to San José.

4.9.2 Environmental Checklist and Discussion of Impacts

Land Use and Planning						
Issues	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "2006 Stadium Proposal"	Less Impact than "2006 Stadium Proposal"	Information Source(s)/ Discussion Location
a) Physically divide an established community?	☐	☐	☐	☒	☐	1,22,23
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒	☐	1,2
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	☐	1,22,23

a) Established Community. The stadium would be in the same location as for the 2006 Stadium Proposal and the area south of Park Avenue would not be developed with a parking structure. These aspects of the modified project would not create new or greater impacts to an established community. The site for the Montgomery/Autumn Street parking structure under the modified project contains a mix of light industrial buildings, offices, and a church. Demolition of these structures and their replacement with a parking structure would not divide an existing community. The addition of commercial and retail spaces on the ground floor of the parking structure would activate the pedestrian environment in this area and create new focal points of activity for the neighborhood. The HP Pavilion parking structure site is a parking lot and construction of a building in this area would not disrupt an established community.

Although the realignment of S. Autumn Street would result in the demolition of one residence and one commercial building on these parcels, the reconfiguration would constitute a minor alteration to an existing roadway, and would not disrupt or divide an established community.

b) Land Use Plans. The stadium would be in the same location as the 2006 Stadium Proposal, and its relationship to local plans and policies would be generally the same. The area south of Park Avenue

would not be developed for a parking structure; thus, less-than-significant land use inconsistencies associated with locating the structure on this site discussed in the EIR would not occur under the modified project. The realignment of S. Autumn Street would not result in a change of land uses that would conflict with land use plans for the area.

The San José 2020 General Plan comprises an integrated, internally consistent and compatible statement of the official land use policy of the City of San José. The General Plan must always be considered in its entirety with no single policy, principle, standard or plan read and considered in isolation. It should not be interpreted or applied in such a rigid manner as to impede attainment of its objectives. The major objectives of the General Plan are called Major Strategies of which there are seven. Downtown Revitalization is a Major Strategy of the General Plan.

The Land Use/Transportation Diagram is most visibly and easily identified as the General Plan, however it is only a part of the General Plan. The Land Use/Transportation Diagram gives geographic reference and a spatial context to the goals and policies of the General Plan. The Diagram also illustrates the inextricable link between land uses and the transportation network. The ballpark site and Montgomery/ Autumn parking structure are within the Midtown Planned Community and Specific Plan Area, and are designated for "Mixed Use". The site is on the western edge of the Downtown Core Area, which is a Special Strategy area. The Downtown Strategy Plan guides development in the Downtown Core and Frame Areas through the year 2010.

Mixed Use in the project site area of Midtown allows for single use or mixed use development. A ballpark is not specifically enumerated as a use under the Midtown Planned Community and Specific Plan "Mixed Use" designation. In the case of a privately owned and operated ballpark, the appropriate land use designation would be quasi-public. Additional public/quasi-public uses are allowed throughout Midtown in accordance with other General Plan policies. Only existing uses and ownerships and future uses for which substantial planning has been completed are designated Public/Quasi-public (P/QP) on the Land Use/Transportation Diagram. New uses may be established according to the General Plan Discretionary Alternate Use Policies. In accordance with the Discretionary Use Policies for sites without the P/QP land use designation, the determination of conformance with the General Plan of proposed P/QP developments will be made on the basis of the applicable General Plan goals and policies and a demonstrated need for the P/QP facility being proposed, not on the basis of the land use designation applicable to the property.

Accordingly, the City has determined that General Plan amendments for the ballpark use would not need to be initiated to change the General Plan Land Use/Transportation diagram designation to allow the planned ballpark use prior to a specific ballpark development proposal. However, it is the intent of the City to use this SEIR to provide environmental clearance for future General Plan amendments at the appropriate time to reflect the ballpark use.

This SEIR can be used to provide environmental clearance for a potential, but not mandatory, General Plan amendment because the traffic assumed for the site in the City's long-term traffic model generated by the existing Land Use/Transportation Diagram designation of "Mixed Use" is greater than that assumed to be generated by a "Public-Quasi-Public" use, which would be a more typical designation for a ballpark. The City's General Plan traffic model does not have a traffic generation rate specifically for a ballpark use, which is considered a special traffic generator. For purposes of this SEIR, the existing "Mixed Use" land use designation was used for traffic generation purposes because an appropriately sized project on this site would be expected to yield a comparable amount of long-term traffic and be more equivalent to a ballpark use. Typical public-quasi-public uses, such as libraries, schools and churches, have very different and less intensive traffic generation characteristics than the proposed ballpark use. For this reason using the traffic modeling assumptions for a mixed-use generation rate are more

analogous to a ballpark use and would not understate the ballpark traffic impacts as a public/quasi-public use would.

Because the modified project proposes the same essential components – a baseball stadium and a possible parking structure with the potential for ground-floor commercial uses – as the 2006 Stadium Proposal, albeit with a different location for the parking structure, it would have similar overall consistency with local land use plans adopted for the purpose of avoiding or mitigating environmental effects as the 2006 Stadium Proposal. The modified project's consistency with the land use plans could, however, be different than those identified in the EIR in cases where specific development is envisioned for the new site for the parking structure. The HP Pavilion parking structure site is currently used for parking and the use would not change should the project's parking structure be built on the site. The following bulleted list discusses the planning and policy implications of locating a parking structure with ground-level commercial uses on the Montgomery/Autumn Street site, which is zoned "LI (Light Industrial)", in relation to each land use plan addressed in the EIR:

- ***San José 2020 General Plan.*** The southern portion of the Montgomery/Autumn Street parking structure site's General Plan land use designation is "Mixed Use," and the north portion of the site's land use designation is "General Commercial." As the Montgomery/Autumn Street parking structure would include ground-level commercial uses, it would be consistent with the site's General Plan land use designations. In addition, the site for the parking structure under the 2006 Stadium Proposal, which is designated as "Public Park and Open Space" and currently contains a Fire Training Facility, would not be developed under the modified project. As the site would not be committed to future use as a parking structure, its future use as a park is not precluded should the Fire Training Facility be relocated and the modified project would not create a potential conflict with this envisioned land use. Locating the parking structure on the Montgomery/Autumn Street site would not change the modified project's consistency with the General Plan's Major Strategies as compared with the 2006 Stadium Proposal. The modified project would be more consistent overall with the General Plan than the 2006 Stadium Proposal.
- ***Midtown Specific Plan.*** The southern portion of the Montgomery/Autumn Street parking structure site's land use designation in the Midtown Specific Plan is "Mixed Use," and the northern portion of the site's land use designation is "General Commercial." As the parking structure would include ground-level commercial uses, it would be roughly consistent with the site's General Plan land use designations. In addition, the site for the structure under the 2006 Stadium Proposal, which is designated as "Public Park and Open Space" and currently contains a Fire Training Facility, would not be developed under the modified project. As the site would not be committed to future use as a parking structure, its future use as a park would not be precluded and the modified project would not create a potential conflict with this envisioned land use. The modified project would be more consistent overall with the Midtown Specific Plan than the 2006 Stadium Proposal.
- ***Downtown Strategy 2000.*** The Downtown Strategy 2000 plan envisions specific development on the site of the Montgomery/Autumn Street parking structure proposed under the modified project. As the modified project otherwise proposes the same essential components as the 2006 Stadium Proposal, locating the parking structure north of the stadium site (as opposed to south of Park Street) would not change the modified project's consistency with the Downtown Strategy 2000 plan when compared with the 2006 Stadium Proposal.
- ***Redevelopment Plan for the Strong Neighborhoods Initiative (SNI) Area.*** The Diridon Area was not designated as one of the original neighborhoods within the SNI Project Area but includes portions of both the Delmas Park and Burbank/Del Monte neighborhoods. A 2009 amendment to the Redevelopment Plans for the San José Merged Redevelopment Project Area includes funding for infrastructure improvements and hazardous waste clean-up to assist development in the area and serve to address future impacts of new developments on transportation systems. Regardless of whether the

ballpark is built, the General Plan, Midtown Specific Plan, and Diridon Strategic Development Plan encourage a mix of uses, transit-oriented and pedestrian-oriented development for the Diridon Area.

- ***Diridon/Arena Area Strategic Development Plan.*** The Diridon/Arena Area Strategic Development Plan designates the site for the Montgomery/Autumn Street parking structure as "Core Area Commercial." As the parking structure would include ground-level commercial uses, it would be consistent with this designation. Locating the parking structure north of the stadium site (as opposed to south of Park Street) would not change the modified project's consistency with this plan when compared with the 2006 Stadium Proposal.
- ***Burbank/Del Monte Neighborhood Improvement Plan.*** The Burbank/Del Monte Neighborhood Improvement Plan does not envision specific development on the site of the Montgomery/Autumn Street parking structure. As the modified project proposes the same essential components as the 2006 Stadium Proposal, locating the parking structure north of the stadium site (as opposed to south of Park Street) would not change the modified project's consistency with this plan, when compared with the 2006 Stadium Proposal.
- ***Delmas Park Neighborhood Improvement Plan.*** The 2002 Delmas Park Neighborhood Improvement Plan, as amended in October 2007, does not envision specific development on the additional sites included as part of the modified project; most lie outside of the Delmas Park Planning Area. Only the three properties south of Park Avenue and east of S. Montgomery Street that would be acquired to allow realignment of S. Autumn Street and S. Montgomery Street near their intersection with Park Avenue are within the Delmas Park Planning Area. The three properties are designated as residential and commercial. The loss of these three properties (one is vacant) would not cause a substantial change in the character of the neighborhood. In addition, the repositioning of the stadium to the south along with the narrowing of Park Avenue, if implemented, and the placement of the parking structure north of the stadium rather than south of Park Avenue should achieve some traffic calming within the Delmas Park Planning Area as compared to the 2006 Stadium Proposal. Traffic calming is identified as a neighborhood priority. Overall, the modified project's consistency with the Delmas Park Neighborhood Improvement Plan would be approximately the same as the 2006 Stadium Proposal.
- ***Riparian Corridor Policy Study.*** Like the 2006 Stadium Proposal, the modified project would incorporate appropriate design measures to remain consistent with the Riparian Corridor Policy Study for any development located near Los Gatos Creek. In addition, the previously considered location for the parking structure south of Park Street, which lies along the Los Gatos Creek riparian corridor, would not be developed under the modified project. The sites for the parking structure under the modified project are not located within or adjacent to this corridor. The modified project's overall consistency with the Riparian Corridor Policy Study would be approximately the same as the 2006 Stadium Proposal.
- ***Los Gatos Creek Trail Master Plan.*** As under the 2006 Stadium Proposal, a portion of Reach 5 of the Los Gatos Creek Trail would be located within the stadium site. Locating the parking structure north of the stadium site would not change the modified project's consistency with this plan, when compared to the 2006 Stadium Proposal.
- ***The Greenprint.*** The site for the parking structure under the 2006 Stadium Proposal, which is designated as a potential location for a new park in The Greenprint (and currently contains a Fire Training Facility), would not be developed under the modified project As the site would not be committed to future use as a parking structure, its future use as a park would not be precluded and the modified project would not create a potential conflict with this envisioned land use. For this reason, the modified project would have a greater degree of consistency with this plan than would the 2006 Stadium Proposal.

c) Habitat Conservation Plans. The project site is not located in an area covered by a Habitat Conservation Plan and, like the 2006 Stadium Proposal, the modified project would not conflict with a habitat conservation plan.

d) Other Land Use Issues Evaluated in the EIR. One land use issue not identified in the checklist was evaluated in the EIR: land use compatibility.

Land Use Compatibility. The stadium for the modified project would be in the same location as that for the 2006 Stadium Proposal, and would not create new or greater land use incompatibility impacts not discussed in the EIR. The area south of Park Avenue would not be developed for a parking structure, and land uses on this site would not change under the modified project. This area would remain a Fire Training Facility. By not developing this site as a parking structure, its future development as a park as envisioned in the Midtown Specific Plan would not be precluded should the Fire Training Facility be relocated.

The HP Pavilion parking structure site is currently used for parking and construction of a parking structure at this location would not affect land use compatibility. The Montgomery/Autumn Street parking structure site is bounded by the following land uses: the VTA light rail tunnel to the south; S. Montgomery Street and a surface parking area to the west; an unoccupied single-family residence, light industrial uses, and surface parking to the north; and S. Autumn Street and a mix of commercial and light industrial uses to the east. Demolition of existing light industrial, office, institutional and residential buildings on the site for the parking structure and their replacement with an eight-level parking structure with ground-floor commercial uses would not result in significant land use incompatibilities with adjacent uses. Although the Montgomery/Autumn Street parking structure would be several stories taller than surrounding buildings, its height would be consistent with the intensified mix of land uses envisioned for the vicinity in local planning documents. It would be shorter than both the proposed stadium and the existing HP Pavilion. Furthermore, the site is located in an area containing a mix of office, light industrial, and other commercial land uses; a parking structure with ground-floor commercial uses would not pose any inherent conflict with these uses. For the reasons described above, locating the parking structure north of the stadium site would not result in any land use compatibility conflicts.

The demolition of one residence and one commercial building on east of S. Montgomery Street for the realignment of S. Autumn Street would constitute a minor alteration to an existing roadway, and would not result in land use incompatibilities.

As under the 2006 Stadium Proposal, fireworks displays occurring during stadium events under the modified project could present a hazard to the safe operation of the San José International Airport. Implementation of Mitigation Measure LU-1, as described on page 355 of the First Amendment to the EIR, would reduce this impact to a less-than-significant level.

Staff from the City and the Redevelopment Agency have been studying the potential implications to Downtown development and airport operations based on several recent residential high rise developments and protests filed by several airlines. The airlines are concerned that Federal Aviation Administration (FAA) rules limit their ability to operate when tall buildings are located in certain areas in or near Downtown. Airlines use these limits to determine whether or not they will provide a particular type of air service to an airport. The criteria used by airlines, that are mandated by the FAA, are often more restrictive than the height and safety limits the FAA uses for evaluations of tall structures near airports.

Until 2008, the procedure used by the City to review new high rise buildings was for the applicant to obtain a Determination of No Hazard to Air Navigation letter ("No-Hazard Determination") from the FAA for the height proposed. This review by the FAA was focused on preventing obstructions (buildings)

from being placed where they would be a hazard to aircraft flight over Downtown and around the airport. The proposed ballpark heights of up to 155 feet including scoreboards and lighting, respectively, above mean sea level - AMSL) will be reviewed by the FAA and a "No-Hazard Determination" must be issued prior to the Development Permit.

The review by the FAA of airspace issues was previously thought to be the only issue of concern to the City. That changed after the approval by the City of a residential tower located behind the De Anza Hotel triggered protests by three airlines over the "No-Hazard Determination" issued by the FAA. The basis of the protest was the impact of the building height on specific aircraft departure requirements imposed by another regulation of the FAA. These requirements are related to the procedures that each airline is required to create and follow in the case an aircraft loses power in one engine on take off.

One-Engine Inoperable Procedures. The FAA obstruction evaluations on tall structures ("No-Hazard Determination") assume that the aircraft are fully operational. However, the FAA imposes a separate set of regulations on airlines that dictate the fuel and passenger/cargo loads for each specific aircraft operating from each runway assuming the loss of power to one engine on takeoff.

The FAA requires each airline to develop one-engine inoperative (OEI) emergency procedures for each aircraft type operating from each runway at an airport (FAR Part 25, Airworthiness Standards: Transport Category Airplanes). These procedures, which must be reviewed and approved by the FAA, provide safe flight paths for an aircraft in the event of a total loss of power to one engine during a takeoff procedure. The procedures are based on the most constraining factors of aircraft performance with a single engine for the specific runway, including maximum takeoff weight (composed of airframe weight, fuel, passengers, baggage, and cargo), air temperature and pressure, wind, terrain, and obstacles. The procedures are designed such that the aircraft would gain some altitude, and follow a simple flight path over the lowest terrain and obstacles that would eventually allow a return to the airport.

Because of differences in aircraft types, engine types installed on each aircraft, and other factors, each airline's OEI procedures are somewhat different. The FAA does not recognize individual airline OEI procedures as a factor in the FAA airspace obstruction determinations. The OEI procedures could be adjusted by changing designated flight paths, and/or the aircraft could be further weight-restricted to improve climb performance such that they would clear the new obstacles. Adjustments to OEI procedures cause a negative financial impact to the airline, sometimes such that certain markets served become physically impossible or economically infeasible, and service to those markets can be reduced, cancelled, or not considered for introduction in the future.

The airspace protection surfaces considered for OEI procedures are, in many cases, lower than the airspace protection surfaces used by the FAA in its airspace obstruction evaluations of tall structures. Therefore, it is possible for a building to be considered not to be a hazard to air navigation by the FAA and receive a "No-Hazards Determination", but limit an airline's ability to serve a market without unloading passengers and cargo (i.e., weight penalties, loss of airline revenue, and lower passenger level-of-service). Given airline profit margins on flights, small weight penalties can mean the economic difference between a profit and loss on a flight. Therefore, obstructions within the surrounding airspace dictate the air service capability of each aircraft and the airport in general.

In the case of the proposed project, the project site is located within an OEI corridor utilized by those airlines (currently American and Alaska, as well as any airline that might provide transoceanic service in the future) that have emergency procedures requiring a turn to the west upon takeoff from Runways 12L or 12R in order to avoid existing obstacles in the Downtown Core area. The current OEI height limits for the site are within a range of 225-240 feet above mean sea level, or approx. 135-145 feet above ground level (see attached Figure A-10). At a proposed stadium height of up to 155 feet above grade (235 to 250

feet AMSL), and utilizing lighting and scoreboard designs that are contained within the stadium massing, the ballpark exceeds the lowest OEI surface by approximately 10 to 20 feet for the stadium, scoreboard, and lights. This represents a substantial reduction in height compared to the 2006 Stadium proposal of 165 feet above grade, scoreboard 200 feet above grade, and lights 235 feet above grade. Stadium structure conformance with the OEI airspace protection surface could be fully achieved by submerging the stadium and utilizing lighting and scoreboard designs that are contained within the stadium massing (see the Submerged Alternative discussed in more detail in the Alternatives Chapter of this SEIR).

To date, the FAA has considered protection of OEI procedures and tradeoffs of air service versus real estate development to be an economic decision to be made by the airlines and airport sponsor and not an FAA safety consideration. Accordingly, a City decision to approve the proposed ballpark stadium, scoreboard, and lighting heights would cause at least two airlines to adjust their OEI procedures in response to the new ballpark. As stated above, adjustments to OEI procedures cause a negative financial impact to the airline, sometimes such that certain markets served become physically impossible or economically infeasible; and the airlines may reduce, cancel, or not introduce service to certain markets, particularly to long-haul or transoceanic destinations. As one of the City's economic policy goals is to serve the air passenger demand in the South Bay by improving airport facilities (pursuant to the adopted Airport Master Plan) and accommodating expanded air service, allowing development at heights that impact OEI surfaces could be a disincentive to airlines and, therefore, conflict with that policy goal.

Also, because Mineta San José International is one of three major airports serving the San Francisco Bay region, an airline may choose to serve demand by transferring or providing flights to certain markets at another regional airport (i.e., San Francisco International or Oakland International airports) rather than at San José, which may cause an incremental increase in environmental impacts associated with the additional air service at that alternative regional airport. The specific decision to serve a given market at one of the other alternative regional airports will be made by the airlines, and the City cannot predict whether or how airlines would choose to serve a market from San Jose due to OEI procedure limitations resulting from the proposed project building height. Given this uncertainty, the City would be speculating in trying to predict the potential environmental impacts due to the airlines serving markets through flights at the other regional airports

e) Urban Decay. Urban decay is not addressed in the CEQA checklist but was raised as an issue during the scoping process for the SEIR. In response to comments made during the scoping process, the City retained Keyser Marston Associates to conduct an analysis of whether the departure of the A's from the Oakland Coliseum would cause urban decay in the City of Oakland. The results of that analysis are included as Attachment B to this Initial Study and summarized here.

To make a finding of urban decay it is necessary to conclude that the impact of development of the proposed project would be so severe that:

- Businesses would close; and
- The affected buildings and/or property would remain vacant and deteriorate; and
- The inability to successfully recycle the space to other uses or otherwise mitigate physical deterioration would lead to the decline of proximate commercial areas.

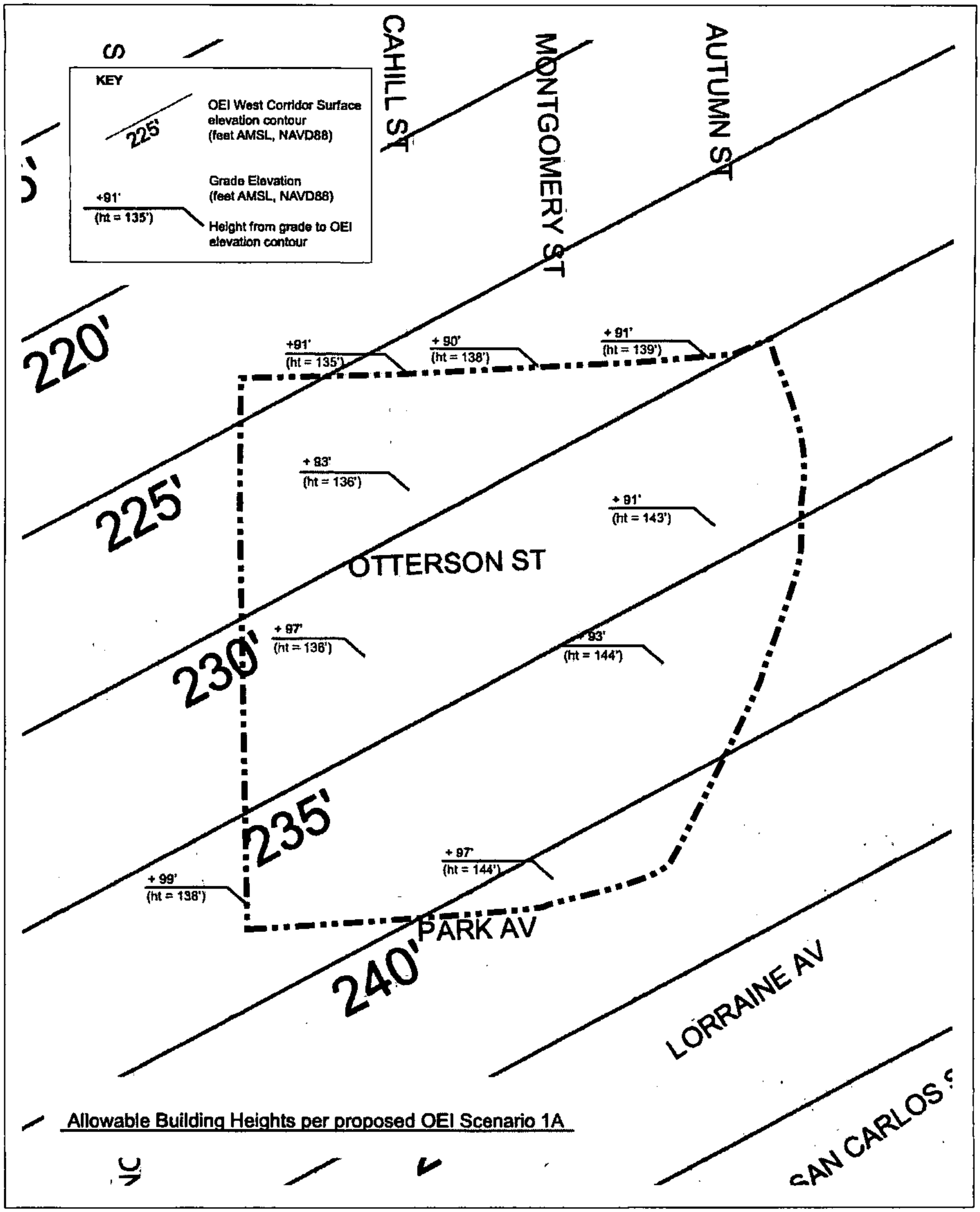

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FIGURE A-10

PROPOSED SITE OF BASEBALL STADIUM FOR THE MODIFIED PROJECT

0 200 400
FEET

Baseball Stadium in the Diridon/Arena Area Supplemental EIR

One Engine Inoperable - Allowable Building Heights

SOURCE: CITY OF SAN JOSE, JANUARY 7, 2010.

I:/SJO0903 Ballpark Addendum/figures/Initial Study/Fig_A10.ai (2/8/10)

The study concludes that the relocation of the A's from Oakland to San Jose and the cessation of use of the Oakland Coliseum as a major league baseball venue would not cause urban decay in the City of Oakland. Specifically, no businesses are likely to close; therefore consideration of the consequences of extended vacancy and of potentials for recycling space are moot. Reasons for this conclusion are provided in the report provided in Attachment B and are as follows:

- There are few businesses proximate to the Coliseum that are notable beneficiaries of spending by baseball patrons, and virtually none have positioned themselves to serve A's patrons;
- Vehicular and pedestrian circulation patterns are inconsistent with patronage of local businesses by attendees of events at the Coliseum;
- The commercial base in retail nodes near the Coliseum is strong: Developed space is almost entirely occupied by active uses, with little vacancy; therefore, even in the highly unlikely event that space were vacated, there are strong prospects that such space would be successfully re-tenanted near-term; and
- On a city-wide basis, out-of-stadium spending by baseball patrons is a small share of retail and restaurant sales; in all likelihood, due to factors noted in the study, the metrics suggest an impact that is significantly less than 1 percent of sales, which is insufficient to cause any establishments to cease operations.

For these reasons it is concluded that the impact of the proposed project with regard to urban decay in the City of Oakland would be less than significant and does not warrant further evaluation in the SEIR.

4.9.3 Conclusion

The modified project would not result in any new significant impacts for land use, nor would it increase the severity of land use impacts discussed in the EIR for the 2006 Stadium Proposal. **(No New Significant Impact)**

4.10 MINERAL RESOURCES

4.10.1 Setting

The modified project site is located in a developed urban area within Downtown San José and mineral exploration and extraction is not performed in the project vicinity. The modified project site is not located in an area designated as containing mineral resource deposits of regional importance.

4.10.2 Environmental Checklist and Discussion of Impacts

Mineral Resources						
Issues	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "2006 Stadium Proposal"	Less Impact than "2006 Stadium Proposal"	Information Source(s)/ Discussion Location
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐	1,2
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	☐	1,2

Pursuant to the mandate of the Surface Mining and Reclamation Act of 1975 (SMARA), the State Mining and Geology Board has designated the Communications Hill Area (Sector EE), bounded generally by the Southern Pacific Railroad, Curtner Avenue, State Route 87, and Hillsdale Avenue, as containing mineral deposits which are of regional significance as a source of construction aggregate materials. Neither the State Geologist nor the State Mining and Geology Board has classified any other areas in San José as containing mineral deposits which are either of statewide significance or the significance of which requires further evaluation. The modified project site is outside of the Communications Hill area and does not contain any known mineral resources.

4.10.3 Conclusion

The modified project would not result in any impacts to mineral resources. **(No New Significant Impact)**

4.11 NOISE

4.11.1 Setting

The ambient noise conditions in the project vicinity remain generally as described in Section V.E, Noise of the EIR. There are, however, sensitive receptors that would be located closer to the modified project site, including residential uses located next to the parcels added to the modified project at the Lorraine Avenue/S. Montgomery Street intersection as well as a residence located immediately north of the Montgomery/Autumn Street parking structure site.

4.11.2 Environmental Checklist and Discussion of Impacts

Noise						
Issues	**New Potentially Significant Impact**	**New Less Than Significant With Mitigation Incorporated**	**New Less Than Significant Impact**	**Same Impact as "2006 Stadium Proposal"**	**Less Impact than "2006 Stadium Proposal"**	**Information Source(s)/ Discussion Location**
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒	☐	1,2,10
b) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒	☐	1,2
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒	☐	1,2,10
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒	☐	1,2
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	☐	1,2
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	☐	1,2

a) Standards for Noise. The construction and operation of the modified project (stadium, parking structure, and roadway realignment) would generate the same types of noise as evaluated in the EIR. With the reduced seating capacity of the stadium, an estimated 19 to 28 percent fewer vehicle trips would be generated.[17] This, in turn, would lead to a decrease in traffic noise in surrounding areas. However, it is still likely that traffic noise would exceed the City's normally acceptable range. Given the modified project's reconfiguration, residences adjacent at the intersection of Lorraine Avenue and S. Montgomery

[17] Hexagon Transportation Consultants, Inc., *San José Ballpark Supplemental Traffic Impact Analysis*, February 10, 2010.

Street would be slightly closer to S. Montgomery Street. The residence at 35 S. Autumn Street would be adjacent to the Montgomery/Autumn Street parking structure. Mitigation Measure NOISE-1 as identified on page 162 of the EIR would address roadway noise impacts. Even with implementation of Mitigation Measure NOISE-1, this impact would be significant and unavoidable under both the project condition and the cumulative condition for the modified project, which is the same conclusion reached in the EIR for the 2006 Stadium Proposal. This impact would not be considered a new significant impact or greater noise impact than analyzed in the EIR.

b) Vibration. The operation of the modified project would not generate groundborne vibration. The construction of the modified project would generate the same types and levels of groundborne vibration as evaluated in the EIR for the 2006 Stadium Proposal, primarily from pile-driving. Mitigation Measure NOISE-5b as identified on page 171 of the EIR would address noise and groundborne vibration from pile-driving. Even with implementation of Mitigation Measure NOISE-5b, this impact would be considered significant and unavoidable, which is the same conclusion reached in the EIR for the 2006 Stadium Proposal. This impact would not be considered a new significant impact or greater vibration impact than analyzed in the EIR.

c) Permanent Sources of Noise. Refer to checklist item a, above, and d, which follows, for the analysis of noise during the operational phase of the modified project.

d) Temporary or Periodic Noise. The modified project would produce the same types and levels of noise during construction as evaluated in the EIR for the 2006 Stadium Proposal. The modified project would produce the same types and levels of operational noise during baseball games and other events at the stadium as evaluated in the certified 2007 EIR for the 2006 Stadium Proposal. Mitigation Measures NOISE-2a, NOISE-2b, NOISE-3, NOISE-5a and NOISE 5b were identified on pages 165, 167, and 171 of the EIR to address the periodic noise impacts during project construction and operation. Even with implementation of Mitigation Measures NOISE-2a, NOISE-2b, NOISE-3, NOISE-5a and NOISE-5b, impacts during construction, baseball games, concerts and fireworks would be significant and unavoidable for both the 2006 Stadium Proposal and the modified project. Operational impacts would also be significant and unavoidable for the modified project under the cumulative condition, which is the same conclusion reached in the EIR for the 2006 Stadium Proposal. Additional analysis of noise impacts from ballgames and concerts, utilizing more sophisticated modeling technology than in 2006 will be included in the SEIR.

e) Aircraft Noise. The proximity of the modified project to the Norman Y. Mineta San José International Airport would be the same as that of the 2006 Stadium Proposal. No new significant impact or greater impact than analyzed in the EIR would be created.

4.11.3 Conclusion

The modified project would not result in any new significant impacts for noise, nor would it increase the severity of noise impacts analyzed in the EIR for the 2006 Stadium Proposal. **(No New Significant Impact)**

4.12 POPULATION AND HOUSING

4.12.1 Setting

The population and housing setting for the modified project is the same as the 2006 Stadium Proposal as described in Section V.B, Population, Employment and Housing of the EIR, with the following exception: the acquisition of three parcels as part of the S. Autumn Street reconfiguration would result in the loss of one occupied, single-family residence.

4.12.2 Environmental Checklist and Discussion of Impacts

Population and Housing						
Issues	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "2006 Stadium Proposal"	Less Impact than "2006 Stadium Proposal"	Information Source(s)/ Discussion Location
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒	☐	1,21-23
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	☐	1,22,23
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	☐	1,22,23

a) Population Growth. Like the 2006 Stadium Proposal, the modified project would not directly or indirectly induce substantial project growth in the project area by constructing new residences, nor would it require the extension of public services and utilities to an area currently underserved by public services, utilities, or infrastructure. The modified project does not include the development of housing; like the 2006 Stadium Proposal, it involves the redevelopment of a site subject to the Diridon/Arena Strategic Development Plan, which envisions a high-density entertainment and sport-oriented area with a mix of uses. In this sense, development of the modified project (as with the 2006 Stadium Proposal) would be in keeping with the vision of this area and, as such, redevelopment and revitalization of this area is not unanticipated. Thus, the modified project would not result in direct or indirect population growth, as under the 2006 Stadium Proposal.

b) Displace Housing. Under the modified project, the acquisition of three parcels as part of the S. Autumn Street reconfiguration would result in the loss of one occupied, single-family residence. In the context of the overall vision to redevelop the area with a mix of land uses, the loss of one residence is not considered a significant impact. In addition, the 2006 Stadium Proposal would also have displaced one occupied residential unit. Thus, the modified project would not result in the displacement of substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

c) Construction of New Housing Elsewhere. Refer to checklist item b, above, in this subsection.

d) Other Population and Housing Issues Evaluated in the EIR. One population and housing issue not identified in the checklist was evaluated in the EIR: job-to-housing imbalance.

Jobs-to-Housing Imbalance. The modified project would generate fewer jobs (980 full- or part-time jobs in a stabilized year of operations) on the project site than the 2006 Stadium Proposal, which was projected to generate 1,500 to 1,800 new jobs.[18] Assuming the relocation of approximately 320 jobs from the existing businesses on the project site, the modified project would result in a total net increase of approximately 660 jobs – a slightly smaller positive impact on the City's jobs-to-housing unit balance than the 2006 Stadium Proposal. In addition, neither the 2006 Stadium Proposal nor the modified project would result in the construction of housing. For these reasons, the modified project would result in the same less-than-significant impact to current and long-term jobs-to-housing balance in the City of San José as the 2006 Stadium Proposal.

4.12.3 Conclusion

The modified project would not result in any new significant impacts to population and housing, nor would it increase the severity of impacts to population and housing analyzed in the EIR for the 2006 Stadium Proposal. **(No New Significant Impact)**

[18] Convention, Sports and Leisure, 2009. *Economic Impact Analysis: Proposed Major League Ballpark*, prepared for the Redevelopment Agency of the City of San José. September 9.

4.13 PUBLIC SERVICES

4.13.1 Setting

The setting for public services is generally the same as described in Section V.N, Public Services and Facilities, of the EIR; the project area is served by police, fire, and parks and recreation facilities. The nearest fire station is Station 30, located at 454 Auzerais Avenue. The nearest parks are John P. McEnery Park, located ¼-mile east of the site on San Fernando Street, and Arena Green-Confluence East Park, located ¼-mile north of the site at the corner of W. Santa Clara Street and S. Autumn Street.

4.13.2 Environmental Checklist and Discussion of Impacts

Public Services						
Issues	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "2006 Stadium Proposal"	Less Impact than "2006 Stadium Proposal"	Information Source(s)/ Discussion Location
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☐	☒	☐	1,22,23
Fire Protection?	☐	☐	☐	☒	☐	1,22,23
Police Protection?	☐	☐	☐	☒	☐	1,22,23,26
Schools?	☐	☐	☐	☒	☐	1,22,23
Parks?	☐	☐	☐	☒	☐	1,22,23
Other Public Facilities?	☐	☐	☐	☒	☐	1,22,23

a) Fire and Emergency Medical Services. The area continues to be adequately served by fire and emergency medical services; staffing levels in fire stations serving the project area have remained constant since the EIR was certified, and none of these stations have closed.

The stadium for the modified project would be in the same location as that for the 2006 Stadium Proposal; as noted in the project description, the stadium would include the same fire services facilities proposed for the 2006 Stadium Proposal. The area south of Park Street, which contains a Fire Training Facility, would not be developed. The parking structure would be constructed in conformance with current codes, including features that would reduce potential fire hazards. The project design would also be reviewed by the San José Fire Department to ensure that it incorporates appropriate fire and public safety features.

For the reasons listed above, the modified project's impact upon fire services would be the same as the 2006 Stadium Proposal.

b) Police Services. The area continues to be adequately served by police services; staffing levels serving the project area have remained constant since the EIR was certified.[19]

As noted in the project description, the stadium would include the same police services facilities proposed for the 2006 Stadium Proposal, and demand for police services on the stadium site would be the same or incrementally less (due to a reduction in stadium seating capacity). The area south of Park Street would not be developed with a parking structure, as this structure would be located north of the stadium site. The parking structure's location under the modified project would not result in new significant impacts to police services when compared with the 2006 Stadium Proposal.

For the reasons listed above, the modified project's impact upon police services would be the same as the 2006 Stadium Proposal.

c) Schools. The modified project does not propose housing. Like the 2006 Stadium Proposal, the modified project would not result in impacts to schools.

d) Parks. The modified project does not propose housing. Its implementation would not result in the removal of a neighborhood park or open space area, nor would it result in substantial deterioration of existing facilities. The area south of Park Avenue that was the proposed site of a parking structure in the 2006 Stadium Proposal would not be developed under the modified project. This area would remain a Fire Training Facility. By not developing this site as a parking structure, its future development as a park as envisioned in the Midtown Specific Plan would not be precluded should the Fire Training Facility be relocated. The modified project would result in the same (less-than-significant) impacts upon parks and recreational facilities as the 2006 Stadium Proposal.

e) Other Public Facilities. As the modified project does not propose housing, it would not result in impacts on local libraries or other public services and facilities. The modified project's impact upon other public facilities would be the same (less than significant) as the 2006 Stadium Proposal.

4.13.3 Conclusion

The modified project would not result in any new significant impacts to public services, nor would it increase the severity of public service impacts analyzed in the EIR for the 2006 Stadium Proposal. **(No New Significant Impact)**

[19] Santos, David, 2009. Sergeant, Office of the Chief, Research and Development Unit, San José Police Department. Personal correspondence with LSA Associates, Inc. June 4.

4.14 RECREATION

4.14.1 Setting

The setting for parks and recreational facilities is generally the same as described in Section V.N, Public Services and Facilities, of the EIR. The parks and recreational facilities closest to the project site include John P. McEnery Park, located ¼-mile east of the site on San Fernando Street, and Arena Green-Confluence East Park, located ¼-mile north of the site at the corner of W. Santa Clara Street and S. Autumn Street. Neither the parks and recreational facilities, nor their operations, have changed substantially since certification of the EIR. The area south of Park Avenue that was the proposed site of a parking structure in the 2006 Stadium Proposal would not be developed under the modified project. This area would remain a Fire Training Facility. By not developing this site as a parking structure, its future development as a park as envisioned in the Midtown Specific Plan would not be precluded should the Fire Training Facility be relocated.

4.14.2 Environmental Checklist and Discussion of Impacts

Recreation						
Issues	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "2006 Stadium Proposal"	Less Impact than "2006 Stadium Proposal"	Information Source(s)/ Discussion Location
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒	☐	1,22,23
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐	1,22,23

Impacts to parks and recreational facilities are discussed in subsection 4.13, item d.

4.14.3 Conclusion

The modified project would not result in any new significant impacts to parks and recreational resources, nor would it increase the severity of impacts to parks or recreational resources analyzed in the EIR for the 2006 Stadium Proposal. **(No New Significant Impact)**

4.15 TRANSPORTATION

4.15.1 Setting

The regional and local context is generally the same as described for the 2006 Stadium Proposal in Section V.C, Transportation, Circulation and Parking of the EIR. However, with the passage of time since the EIR for the 2006 Stadium Proposal was certified, traffic conditions in the area have changed. In addition, due to an error in the traffic data that were used in the previous traffic study for the 2006 Stadium Proposal the City has determined that it is necessary to update the traffic analysis for the modified project using corrected traffic data to disclose a new significant impact to freeways. Also, the modified project, although generating less parking demand, proposes new parking options that include a no parking structure option not examined in the certified EIR. For these reasons, traffic and parking issues will be addressed in the SEIR. Other transportation related issues are discussed below.

4.15.2 Environmental Checklist and Discussion of Impacts

Transportation/Traffic						
Issues	**New Potentially Significant Impact**	**New Less Than Significant With Mitigation Incorporated**	**New Less Than Significant Impact**	**Same Impact as "2006 Stadium Proposal"**	**Less Impact than "2006 Stadium Proposal"**	**Information Source(s)/ Discussion Location**
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio of roads, or congestion at intersections)?	☒	☐	☐	☐	☐	1,2
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐	☐	1,2
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒	☐	1,2
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☐	☒	☐	1,2
e) Result in inadequate emergency access?	☐	☐	☐	☒	☐	1,2
f) Result in inadequate parking capacity?	☒	☐	☐	☐	☐	1,2
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒	☐	1,2

a) Traffic Load and Capacity. This issue will be addressed in the SEIR.

b) Level of Service. This issue will be addressed in the SEIR.

c) Air Traffic Patterns. See subsections 4.7, Hazards and Hazardous Materials, and 4.9, Land Use and Planning, for discussions of air traffic issues associated with the modified project.

d) Design Features and Land Uses. As with the 2006 Stadium Proposal, the modified project would not substantially increase hazards due to a design feature or land use. Should the stadium site be enlarged to the south one block of Park Avenue would be narrowed from four lanes to two – the same width as Park Avenue two blocks to the west and the adjoining section of Park Avenue to the east. All roadway changes would meet City of San José design standards, and no hazardous land uses are proposed.

e) Emergency Access. The modified project includes the same proposed street closures as the 2006 Stadium Proposal, which would not interfere with emergency access or emergency response plans. The modified project would not result in a new significant impact on emergency access or emergency response plans or greater impacts than analyzed in the EIR.

f) Parking Capacity. This issue will be addressed in the SEIR.

g) Policies, Plans and Programs. The modified project would not conflict with alternative transportation policies, plans and programs. The modified project's effects on transit, bicycle and pedestrian facilities would be less than those described in the traffic analysis for the 2006 Stadium Proposal (pages 129 to 136 of the EIR) due to the reduction in stadium seating capacity and demand on the facilities. The narrowing of Park Avenue would not affect bike lanes along the street; bike lanes would be accommodated by the narrower street design. The improvements identified in the 2006 Stadium Proposal traffic analysis to pedestrian facilities, as well as those identified along the Bird Avenue corridor, remain unchanged. While the modified project parking structure would be located one or two blocks further away from the stadium than the 2006 Stadium Proposal parking structure, this would not represent a significant change.

4.14.3 Conclusion

The modified project may result in new significant impacts to transportation, circulation or parking. These issues will be addressed in the SEIR. **(Potential New Significant Impact)**

4.16 UTILITIES AND SERVICE SYSTEMS

4.16.1 Setting

As described in Sections V.M, Utilities, and V.O, Energy, which begin on pages 277 and 301 of the EIR, the project area is located in an urbanized area and is adequately served by water and wastewater infrastructure, as well as natural gas, telecommunications, and cable television services. The water supply, wastewater treatment, storm drainage, and solid waste setting are also described in these sections of the EIR. The setting for the above-mentioned utilities has not substantially changed since the EIR was certified.

4.16.2 Environmental Checklist and Discussion of Impacts

Utilities and Service Systems						
Issues	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "2006 Stadium Proposal"	Less Impact than "2006 Stadium Proposal"	Information Source(s)/ Discussion Location
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒	☐	1,22,23
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐	1,22,23
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐	1,22,23
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒	☐	1,22,23
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒	☐	1,22,23
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒	☐	1,22,23
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	☐	1,22,23

a) Wastewater Treatment Requirements. The modified project proposes the same essential components – a baseball stadium and an associated parking structure over ground-floor commercial uses – as the 2006 Stadium Proposal. As a result, water demand would be similar to or slightly less than that for the 2006 Stadium Proposal, due to the relative reduction in stadium seating capacity. In turn, wastewater flows would be similar to or incrementally smaller than those anticipated for the 2006 Stadium Proposal. As described on page 286 of the EIR, the San José/Santa Clara Water Pollution Control Plant could

accommodate the project wastewater flows generated by the 2006 Stadium Proposal, and therefore, by the modified project.

b) Expansion of Water or Wastewater Treatment Facilities. As previously noted, water demand and wastewater flows for the modified project would be similar to or slightly less than that for the 2006 Stadium Proposal, and the San José/Santa Clara Water Pollution Control Plant could accommodate the anticipated wastewater flows for the modified project. As described in the EIR, the project site vicinity is located in an urbanized area well-served by existing wastewater and water infrastructure; as under the 2006 Stadium Proposal, existing sewer lines could adequately serve the modified project.

As noted on page 288 of the EIR, water demand for the 2006 Stadium Proposal could cause a reduction in water pressure for surrounding land uses being served at the lower end of the pressure range; this impact could also occur under the modified project. Implementation of Mitigation Measure UTIL-1, which requires installation of a new well and inter-zone regulators at existing San José Water Company facility stations, would reduce this impact to a less-than-significant level.

c) Exceed Stormwater Drainage Infrastructure. Refer to subsection 4.8, Hydrology and Water Quality, for a discussion of stormwater infrastructure.

d) Exceed Water Supply Entitlements. The Water Supply Assessment (WSA) completed for the 2006 Stadium Proposal found that its projected water demand would be well within the San José Water Company's future water demand projections as included in the 2005 Urban Water Management Plan for the City of San José.[20] Since the modified project would have a similar or incrementally smaller water demand when compared to the 2006 Stadium Proposal, the San José Water Company has sufficient entitlements to serve the modified project.

e) Exceed Wastewater Treatment Capacity. Refer to checklist item a, above, in this subsection.

f) Exceed Landfill Capacity. The modified project proposes the same essential components – a baseball stadium and an associated parking structure possibly over ground-floor commercial uses – as the 2006 Stadium Proposal. As a result, solid waste generation would be similar to or slightly less than that for the 2006 Stadium Proposal, due to the reduction in stadium seating capacity. As described on page 287 of the EIR, the Kirby and Newby Island Landfills could accommodate solid waste generated by the 2006 Stadium Proposal, and therefore, by the modified project.

g) Comply with Regulations Related to Solid Waste. As with the 2006 Stadium Proposal, the modified project would comply with federal, state, and local statutes and regulations related to solid waste. However, like the 2006 Stadium Proposal, the solid waste generated during the demolition, land clearing, and construction phase of the modified project could interfere with waste diversion goals mandated by the California Integrated Waste Management Act. Implementation of Mitigation Measure UTIL-2, which requires the preparation of a waste management plan for the recycling of construction and demolition materials, would reduce this impact to a less-than-significant level.

h) Other Utilities Issues Evaluated in the EIR. Three utilities issues not identified in the checklist were evaluated in the EIR: effects to a major energy line or facility, effects to natural gas, telecommunications and cable television services, and increased demand or use of energy in a wasteful manner.

[20] The 1983 California Urban Water Management Act requires urban water management plans to be updated every five years. The 2005 Urban Water Management Plan for the City of San José is required to be updated in 2010.

Directly Affect a Major Energy Line or Facility. Under the 2006 Stadium Proposal, the entire PG&E substation may have been required to be relocated. The discussion on pages 289 and 290 of the EIR identifies the potential relocation as a significant impact to a major energy facility and included Mitigation Measure UTIL-3, requiring the City to work with PG&E to provide a new substation, to reduce this impact to a less-than-significant level. Since the EIR was certified, relocation of the PG&E substation was determined to be infeasible. Under the modified project, the substation would remain as it is or would be reconfigured as described in the EIR.

Natural Gas, Telecommunications, and Cable Television Services. As under the 2006 Stadium Proposal, adequate natural gas, telecommunications, and cable television services would be available for the modified project.

Substantially Increase Demand or Use Energy in a Wasteful Manner. As discussed in Section V.O, Energy, of the EIR, the 2006 Stadium Proposal would be constructed in accordance with the San José Green Building Policy, and would not substantially increase demand for energy or use energy in a wasteful manner. The modified project, which includes the same essential components as the 2006 Stadium Proposal, would also adhere to the San José Green Building Policy, and would result in the same less-than-significant energy impacts as the 2006 Stadium Proposal.

4.16.3 Conclusion

The modified project would not result in any new significant impacts to utilities, nor would it increase the severity of utilities impacts discussed in the EIR for the 2006 Stadium Proposal. **(No New Significant Impact)**

4.17 MANDATORY FINDINGS OF SIGNIFICANCE

Mandatory Findings of Significance						
Issues	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "2006 Stadium Proposal"	Less Impact than "2006 Stadium Proposal"	Information Source(s)/ Discussion Location
a) Does the project have the potential to (1) degrade the quality of the environment, (2) substantially reduce the habitat of a fish or wildlife species, (3) cause a fish or wildlife population to drop below self-sustaining levels, (4) threaten to eliminate a plant or animal community, (5) reduce the number or restrict the range of a rare or endangered plant or animal, or (6) eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒	☐	1,2
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	☒	☐	☐	☐	☐	1,2
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐	☐	1,2

a) Biological Resources and Cultural Resources. The 2006 Stadium Proposal would have significant impacts to biological resources and to cultural resources as described in Sections V.F and V.J of the EIR. Implementation of mitigation measures recommended in the EIR would reduce these impacts to less-than-significant levels, except for the significant and unavoidable indirect impact of the 2006 Stadium Proposal on Diridon Station located at 65 Cahill Street. Unless the former KNTV and Sunlite Baking Company buildings could be relocated or incorporated into the project as described in Mitigation Measures CULT-1b and CULT-1c, which are listed on page 363 of the First Amendment to the EIR and Mitigation Measures CULT-2a and -2b, which are listed on page 5 of the Revised Cultural Resources Section that was recirculated in August 2006, there would also be significant and unavoidable direct impacts to the buildings, which would be demolished. As described in Sections 4.4, Biological Resources and 4.5 Cultural Resources, of this checklist, the impacts of the modified project would be the same as those for the 2006 Stadium Proposal. The modified project would not result in any new significant impacts to biological resources or cultural resources, nor would it increase the severity of impacts analyzed in the EIR for the 2006 Stadium Proposal. **(No New Significant Impact)**

b) Cumulative Impacts. Subsequent to certification of the EIR in 2007, several projects have advanced to stages where they would now be considered reasonably foreseeable, including the BART to San José Extension and the California High Speed Rail Program. The expanded list of projects under cumulative

conditions could have potentially significant cumulative impacts and the topic will be addressed in the SEIR. **(New Potentially Significant Impact)**

c) Effects on Human Beings. The 2006 Stadium Proposal would have significant impacts on air quality, geology, soils, and seismicity, hazards and hazardous materials, land use, noise and traffic, which could have adverse effects on human beings. Implementation of mitigation measures recommended in the EIR would reduce the impacts to less-than-significant levels, except for impacts to air quality, noise, and traffic. The impacts to air quality and noise would be less for the modified project than for the 2006 Stadium Proposal, because fewer vehicles would drive to and from the site as a result of the reduced stadium seating capacity and thus there would fewer air emissions from vehicles and less noise from traffic. Nevertheless, as described in Sections 4.3, Air Quality and 4.11, Noise, of this checklist, the impacts of the modified project would still be significant and unavoidable, as they would be for the 2006 Stadium Proposal. The modified project would not result in any new significant impacts for these topical issues, nor would it increase the severity of impacts analyzed in the EIR for the 2006 Stadium Proposal. Traffic impacts will be addressed in the SEIR. In addition, additional analysis of noise generated by ballgames and other events at the stadium will be provided in the SEIR. **(New Potentially Significant Impact)**

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SECTION 5.0 LEAD AGENCY AND CONSULTANTS

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ATTACHMENT A

Cultural Resources

LSA

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SAN LUIS OBISPO
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MEMORANDUM

DATE: October 8, 2009

TO: Dennis Brown

FROM: Michael Hibma

SUBJECT: San José Ballpark EIR Addendum Cultural Resources Analysis

INTRODUCTION

This memo presents the results of a preliminary cultural resource analysis conducted by LSA Associates, Inc. (LSA) for the Autumn Street Realignment Project (project) in San José, Santa Clara County, California. Two buildings are addressed by this analysis: a one-story single family residence at 565 Lorraine Avenue, just northeast of the intersection of South Montgomery Street and Lorraine Avenue; and a one-story commercial storefront at 282 South Montgomery Street, just northeast of the intersection of South Montgomery Street and San Carlos Street. The memo also addresses a parking site alternative for the San José Ballpark just west of the HP Pavilion.

The purpose of this analysis is to (1) make a preliminary assessment of the buildings' potential to qualify as historical resources under CEQA and the City of San José's Historic Preservation Ordinance; and (2) identify the baseline for cultural resources for the alternative parking site based on archival research. LSA conducted the following tasks as part of the analysis:

- Records searches at the Northwest Information Center at Sonoma State University;
- A field review to identify the design, construction style, major alterations (if any), and the general condition of the buildings; and
- A Sacred Lands File request from the California Native American Heritage Commission (NAHC) for the parking site alternative.

METHODS

Records Search

LSA conducted records searches of the project site (i.e., the subject buildings and the alternative parking site) on May 29 and September 17, 2009, at the Northwest Information Center (NWIC) of the California Historical Resources Information System, Sonoma State University, Rohnert Park. The NWIC, an affiliate of the State of California Office of Historic Preservation, is the official state repository of cultural resource records and reports for Santa Clara County. The records search was done to identify the level of documentation for cultural resources in the project site. As part of the records search, LSA reviewed the following inventories:

- *Directory of Properties in the Historic Property Data File* (California Office of Historic Preservation, March 5, 2009). The directory, updated quarterly, includes the listings of the

National Register of Historic Places, National Historic Landmarks, the California Register of Historic Resources, California Historical Landmarks, and California Points of Historical Interest.

- *City of San José Historic Resources Inventory* (City of San José, Department of Planning Building, and Code Enforcement, June 4, 2009).
- *Santa Clara County Heritage Resource Inventory* (County of Santa Clara Historical Heritage Commission 1999).

Field Review

A field review of the project site and surrounding area was done on June 2, 2009, by LSA architectural historian Michael Hibma, M.A., Registered Professional Historian #603. The exteriors of the project-site buildings were reviewed and documented through field notes and photographs. Mr. Hibma also visually reviewed the project site's vicinity to identify the architectural context of the general areas.

Sacred Lands File

On September 22, 2009, LSA faxed a request to staff at the NAHC for a Sacred Land File search for the parking alternative site. On October 8, 2009, the NAHC responded by fax that "A records search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area."

RESULTS

Records Search

No cultural resources are recorded in or adjacent to the Autumn Street realignment properties. Four cultural resources are within 1,000 feet. These cultural resources are (1) *CA-SCL-840H*, a historical archaeological site located at The Villages at Museum Park, east of the project site; (2) the *Southern Pacific Depot* located at 65 Cahill Street, a City Landmark listed in the National Register of Historic Places and the California Register of Historical Resources; (3) the *KNTV Building* at 645 Park Avenue, a Candidate City Landmark; and (4) the *Mid-Town Historic District*, a multi-property historical district bounded by Wilson and Sunol streets to the west, The Alameda to the north, Cahill Street to the east, and a line south of the Calpak warehouses and the Union Ice Company to the south (the project site is not within the boundaries of this district).

No cultural resources are recorded in or adjacent to the alternative parking site.

Field Review

565 Lorraine Avenue. This property is a single-story Craftsman bungalow residence of wood-frame construction on a rectangular plan. The building appears to date from 1915-1925 as suggested by its architectural design and contractor's concrete sidewalk stamps. The building has a low-pitched, end-gabled roof covered in asphalt shingles, and is clad in modern pressed-board, shingle-style siding. The original horizontal beveled drop siding is visible where the modern siding has fallen off. Character-defining Craftsman features of the building include its partial-width porch with square-tapered decorative porch supports, Chicago-style windows, and decorative attic vents. Alterations to the building include replacement siding and fixed-pane windows along the symmetrical street-facing façade, and a full-length shed-roof parking shelter built on the east façade. A partial-width addition

has been constructed on the north facing façade with three screened windows on the west-facing façade. This addition has a low-pitched shed roof and rests on a concrete foundation, and appears to be a former open-air area sleeping porch that has been converted.

This building is an unexceptional example of a common architectural style dating from the early 20th century. The historical setting of the building has been altered by adjacent commercial development and vacant lots, which isolate it from other residences along Lorraine Avenue. Due to a lack of significance and diminished integrity, the building at 565 Lorraine Avenue does not appear eligible for listing in the California Register of Historical Resources (CRHR), and does not appear to qualify for inclusion in the City of San José Historic Resources Inventory as a City Landmark or Structure of Merit. For these reasons, the building does not qualify as a historical resource for the purposes of CEQA.

582 South Montgomery Street. This property is a single-story Modern commercial building of reinforced brick masonry construction on a rectangular plan. The building appears to date from the late 1950s to the mid 1960s based on its architectural style and its absence from an aerial photograph from 1958. The building has a flat roof likely covered with tar-mop roofing. Character-defining Modern features of the building include its large, fixed-pane display windows, a partial-width flat-roofed covering along the west façade supported by five slated and paired 2" by 6" wooden supports in a triangular shape. The building's southern façade is rounded and has six large, fixed-pane display windows. This building currently houses a packing supply business and a car rental franchise.

This building is an unexceptional example of a common commercial architectural style dating from the mid 20th century. The historical setting of the building has been altered by adjacent development, which isolates it from other single-story commercial buildings along San Carlos Avenue. Due to a lack of significance and diminished integrity, the building at 582 South Montgomery Street does not appear eligible for listing in the CRHR, and does not appear to qualify for inclusion in the City of San José Historic Resources Inventory as a City Landmark or Structure of Merit. For these reasons, the building does not qualify as a historical resource for the purposes of CEQA.

CONCLUSION

LSA's analysis indicates that the buildings at 565 Lorraine Avenue and 582 South Montgomery Street are not documented as historically significant and are not listed in any local, state, or federal register; and do not appear to meet the criteria for consideration as historical resources under CEQA (Public Resources Code §21084.1). They are unexceptional examples of common architectural styles found in San José, and do not exhibit distinctive design elements or methods of construction. No evidence was identified linking the buildings to events or persons significant in local, state, or national history, and the buildings do not appear to be able to provide important information regarding historical architecture.

Based on the results of LSA's analysis, it is not anticipated that the removal of the buildings at 565 Lorraine Avenue and 582 South Montgomery Avenue will result in a significant impact under CEQA.

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ATTACHMENT B

Urban Decay

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MEMORANDUM

To: Dennis Korabiak, Program Manager
San Jose Redevelopment Agency

From: Robert J. Wetmore, CRE
Timothy C. Kelly, CRE

Date: February 10, 2010

Subject: San Jose Baseball Stadium - City of Oakland Urban Decay Analysis

This memorandum provides findings as to whether the possible relocation of the Oakland Athletics Baseball Team would cause urban decay in the City of Oakland, as part of the environmental review process for a baseball stadium in San Jose. The potential relocation is referred to herein as the Project.

Urban Decay

To make a finding of urban decay it is necessary to conclude that the impact of development of the Project would be so severe that:

1. businesses would close; and
2. the affected buildings and/or property would remain vacant and deteriorate; and
3. the inability to successfully recycle the space to other uses or otherwise mitigate physical deterioration would lead to the decline of proximate commercial areas.

This definition does not include consistency of the Project with public plans or with any future proposed developments. Nor is consideration of urban decay identical to an evaluation of economic or fiscal impacts, which would include consideration of additional factors such as spending by the team, payroll, tax base and multiplier effects.

The focus of the analysis is out-of-stadium spending by attendees of major league baseball in the City of Oakland. As agreed with the client, the land uses evaluated in this assignment are retail and eating & drinking, since commercial space occupied by these uses is the most sensitive to out-of-stadium spending by attendees at sporting events.

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Tasks

To complete the assignment we undertook these activities:

- Field review of the existing inventory of commercial space in respect to proximity to the Coliseum, use type, and current occupancy;
- Review of studies related to the existing inventory of commercial space in Oakland;
- Review of secondary studies related to consumer spending at baseball games;
- Contact with the Oakland A's to ascertain whether the team has previously undertaken any studies of spending by patrons and local impacts, and to receive data and anecdotal input that they might have. (In response to our inquiry, the team declined to participate in this study).

Executive Summary

As discussed further in the text below, we conclude that the Project will not cause urban decay. Specifically, no businesses are likely to close; therefore consideration of the consequences of extended vacancy and of potentials for recycling space are moot. Reasons for this conclusion are as follows, as explained further in the text below:

- There are few businesses proximate to the Coliseum that are notable beneficiaries of spending by baseball patrons, and virtually none have positioned themselves to serve A's patrons;
- Vehicular and pedestrian circulation patterns are inconsistent with patronage of local businesses by attendees of events at the Coliseum;
- The commercial base in retail nodes near the Coliseum is strong: Developed space is almost entirely occupied by active uses, with little vacancy; therefore, even in the highly unlikely event that space were vacated, there are strong prospects that such space would be successfully retenanted near-term;
- On a city-wide basis, out-of-stadium spending by baseball patrons is a small share of retail and restaurant sales; in all likelihood, due to factors noted below, the metrics suggest an impact that is significantly less than 1% of sales, which is insufficient to cause any establishments to cease operations.

Background

The Oakland-Alameda County Coliseum (McAfee Coliseum) became home to the Athletics baseball team in 1968 following the relocation of the franchise from Kansas City to Oakland. Designed as a multi-use facility, the Coliseum has, for most of its years, served as home to both the A's and the NFL's Oakland Raiders. The Oracle Arena, home to the Golden State Warriors basketball team, is adjacent to the facility.

The Coliseum is located in the midst of a heavily industrialized area with virtually no pedestrian amenities. There is no walk-in traffic to the stadium from a neighboring commercial entertainment district comparable, for example, to the SOMA district at AT & T Park in San Francisco or the Gaslamp Quarter at PETCO Park in San Diego. There are public plans to redevelop the area around the Coliseum BART Station; implementation by the private sector and timing of development is speculative.

Attendance at A's games has been as follows in the last five years:

2005 2.1 million
2006 2.0 million
2007 1.9 million
2008 1.7 million
2009 1.4 million

Based on credit card sales of A's tickets in 2007 season (data available in the public domain), the geographic distribution of A's attendance is estimated generally as follows; likely, there is some minor additional attendance from outlying areas such as San Joaquin County:

Distribution of A's Attendance	
Alameda County	47.2%
City of Oakland	(17.7%)
Contra Costa County	26.2%
Subtotal/East Bay	*73.4%*
San Francisco	8.3%
San Mateo County	2.0%
Marin County	1.4%
Subtotal/West Bay	*11.7%*
Santa Clara County	14.8%
GRAND TOTAL	***100.0%***

Source: A's credit card sales

Out-of-stadium spending by baseball fans, which is the focus of this evaluation, is considerably less than spending by attendees at entertainment venues such as movies and plays. The reason is that, unlike at the other venues, the teams actively seek to limit out-of-stadium spending by providing eating & drinking and retail facilities on the premises. At McAfee Coliseum, the A's provide food and beverage service in a variety of venues and at a mix of price points: In addition to the usual hot dogs, sausages, peanuts, nachos, sodas, beer and the like, the A's provide barbeque service from two locations on the lower concourse, the Field Irish pub (hard liquor and carved sandwiches), and the West Side Club (enclosed bar and dining area just behind home plate on the second level). The team also sells retails jerseys and other items related to the team, thereby absorbing patrons' retail expenditures. In-stadium spending by baseball patrons significantly limits out-of-stadium spending by these patrons.

Businesses in Proximity to Coliseum

There are few retail uses within the immediate vicinity of the Coliseum, as indicated in an inventory of retail nodes in the City of Oakland ("Existing Retail Sector Performance," Oakland Community Economic Development Agency, March 2008). The Coliseum Retail Node, located directly off I-880 near the Coliseum, is described in the report as an industrial area that has no outlets that sell convenience goods (primarily food and drug items) or shoppers' goods, and has few eating & drinking establishments (total sales for all these establishments are less than $500,000 annually). The majority of the less than $10 million in annual sales by all retail establishments in this node is generated by building supply outlets, which are not patronized to any meaningful extent by attendees at baseball games. Therefore, there are few businesses in the area that could be impacted by a cessation of baseball operations.

Access considerations also indicate that impaction of local businesses by the Project is highly unlikely: The predominant mode of access to the Coliseum is by automobile, followed by Bay Area Rapid Transit (BART); in addition, bus service is provided by AC Transit and there is an AMTRAK platform in the vicinity of the Coliseum BART Station. There are no definitive estimates of the mode split based on recent surveys. Based on discussion with BART marketing and research staff, it appears that about 70% of patrons at baseball games arrive by automobile and 30% by BART; the other modes are likely very minor contributors to the mix.

As noted below, the mode split is relevant in considering potential impacts of fan spending on local businesses:

- Fans arriving by automobile from the south can exit Highway 880 at Hegenberger Road or Coliseum Way. If they exit at Hegenberger Road, they access the stadium parking lot via Eades Avenue/South Coliseum Way, which provides exposure to two gasoline service stations, one fast food establishment and two budget hotels. Or, if they exit the freeway further north at Coliseum Way, which is the most direct route to stadium parking, they have no exposure to any commercial establishments. Traffic exiting the freeway from the north at 66th Avenue has no direct exposure to any commercial businesses on the south side of 66th Avenue, which leads to the stadium parking lot; on the north side of the four-lane arterial are a furniture outlet (now going out of business), automotive shop, fabric sales and paint store. These are not types of businesses that are patronized to any significant extent by baseball fans on their way to or from a ballgame.

- BART patrons enter the stadium from the BART station via a chain link enclosed bridge. Patrons could exit the station at ground level, but apart from a single fast food outlet on San Leandro Street across from the station there are no retail or food establishments within many blocks of the station, in a most inhospitable pedestrian environment. Therefore, there are no opportunities for baseball fans who travel to games by BART to patronize any local business establishments.

There are also retail nodes along the I-880 freeway and on Hegenberger Road south of I-880 toward Oakland International Airport; these nodes, focused on Hegenberger Road south of the interchange with I-880, include Wal-Mart and associated pad tenants, fast food outlets, a Harley Davidson dealership, automotive dealerships, budget to mid-price hotels, mid-rise office structures, and gasoline service stations. These businesses can only be accessed by attendees at Coliseum events by automobile and are not on the way to or from the Coliseum from I-880, which is the predominant route to the Coliseum.

Whether they arrive by automobile or BART, fans attending A's games have little immediate contact with retail or dining establishments in the proximity of the ballpark. To access retail or dining establishments in the vicinity of the ballpark they would need to patronize specific destinations that would bring them out of travel patterns leading to and from I-880 or the Coliseum BART station.

The major dining destination in the vicinity of the Coliseum (2.3 miles from the Coliseum) is Francesco's, which has had a sports identification related to all the area teams (A's, Raiders, Sharks, Warriors) for more than 40 years. The restaurant is located at a high visibility location on Hegenberger Road near an entrance to the industrial park owned by the Port of Oakland and near the entrance to Oakland International Airport. The

restaurant draws trade from multiple sources and does strong lunchtime and evening business.

As part of this assignment, we interviewed Francesco's management, and they indicated that patronage of the restaurant by A's patrons accounts for substantially less than 1.0% of sales; their estimate was that for day games, perhaps 20 patrons would be baseball fans and that for evening games in which there was a notable opponent (Yankees or Red Sox), perhaps 30-40 fans would patronize the restaurant – if the Yankees or Red Sox are not playing, restaurant patronage by baseball fans is considerably less. Neither Francesco's management nor KMA are aware of any other out-of-stadium dining venue that has been associated with sports and the Coliseum. Rather, the inventory of eating & drinking establishments in the vicinity is highly oriented to generic fast food establishments that principally draw patronage from the high volumes of traffic on the arterial streets.

The current inventory of retail commercial space in the retail nodes noted above are almost entirely occupied (exception is furniture outlet near the entrance to Coliseum Parking on 66th Avenue that is going out of business). Local businesses strongly benefit from high volume traffic on the I-880 freeway and the arterial streets, proximity to the Oakland Airport Industrial Park, Oakland International Airport, and connection to Ron Cowan Parkway, which links the airport area to residential and commercial development on Bay Farm Island (City of Alameda). Businesses also appear to benefit from the shopper traffic generated by Wal-Mart, which is located at the interchange of I-880 and Hegenberger Road; all tenant spaces in the center anchored by Wal-Mart are occupied. Therefore, even if there were a notable impact on businesses resulting from the elimination of baseball operations at the Coliseum, potentially affected businesses appear well-positioned to absorb some loss in patronage. This is another basis from which to conclude that the prospects for urban decay are minimal.

City-Wide

Overall, the city-wide retail situation in Oakland is positive. REIS reports an overall vacancy rate of 6.8% in neighborhood shopping centers and 3.4% in community shopping centers in Oakland (Third Quarter, 2009). The restaurant sector is known to be particularly healthy and in an expansionary mode due to several factors: increasing population density downtown, growth of an arts/entertainment district downtown, public incentives that have successfully attracted tenants, and a lower cost structure that has induced some restaurants to relocate from San Francisco. Therefore, potential impacts from cessation of ballpark operations would impact a generally healthy commercial sector, but would likely be negligible in any event.

Urban decay could occur on the city-wide level if businesses located elsewhere in the City were significantly affected by the elimination of out-of-stadium spending by patrons at baseball events at the Coliseum; there is a notable and expanding inventory of restaurant and entertainment establishments in the Uptown District (vicinity of Grand Avenue and Broadway), in the vicinity of Jack London Square, and in the neighborhoods. In this respect, it is instructive to compare the potential loss of out-of-stadium sales to existing sales volumes of establishments in Oakland, as noted below.

In respect to out-of-stadium sales, we have referred to "Economic Impact Analysis: Proposed Major League Ballpark" prepared by Conventions Sports & Leisure International (CSL) for the Redevelopment Agency of the City of San Jose. One of the focuses of that study was out-of-stadium spending that would be added to San Jose as a result of the introduction of major league baseball. We have referred to the metrics in that study as a way of generally approximating the potential loss of such sales in an existing situation (Oakland).

Based on experience at other baseball venues (see important caveat below), the CSL report estimates that out-of-facility spending (2009 dollars) for a baseball stadium in downtown San Jose would be $27.5 million annually, of which $3.7 million would be for lodging; $11.0 million for restaurant; $3.9 million for retail; $4.4 million for local transit; $4.0 million for entertainment; and $0.6 million for "other." These amounts are estimates of the portion of gross direct spending that is considered to be newly created in the economy as a result of the ballpark; they exclude (properly) expenditures by local residents who would likely expend similar amounts at other venues if the ballpark were not in operation or sales to non-residents who would be in the city for other purposes. The estimates assume average attendance at baseball events of 24,300 persons, which equates to 2.0 million annually for 81 games. A's attendance in the last five years has averaged 1.8 million; therefore, the estimates in the CSL report are ratcheted down 10% for this evaluation, resulting in adjusted estimates for the two key sectors as follows: (1) restaurant, $10.0 million; (2) retail, $3.5 million. Based on taxable sales data published by the State Board of Equalization, we estimate food & beverage sales in the City of Oakland of about $475 million annually and retail sales of $2.9 billion annually.

The estimates of out-of-stadium spending noted above need to be further reduced very significantly for Oakland to take into account that the estimates for San Jose presume the existence of a pedestrian environment in the vicinity of the ballpark that is conducive to spending by visitors (discussion with CSL, 1/25/2010); according to CSL, without the supportive environment in the vicinity of the ballpark, the ability to capture out-of-stadium sales would be much reduced. As noted above, the situation in Oakland is that the Coliseum is not part of a pedestrian environment where baseball patrons dine or shop as

part of the experience of going to a ballgame. As a result, the amount of out-of-stadium expenditures is likely much lower than could occur in San Jose.

In Oakland, the area within one mile of the Coliseum, which includes the Coliseum Retail Node, most of the I-880 Retail Node, and the Hegenberger Retail Node (see above), accounts for only $24.5 million (5.2%) of City-wide eating & drinking sales (data from Claritas). If impacts were to be felt City-wide as a result of the elimination of ballpark patronage they would most likely occur in this area, yet these establishments derive minimal support form A's fans (see discussion above).

Other eating & drinking venues in Oakland are located throughout the City, are not proximate to the Coliseum, and, though prosperous in many instances, do not have strong regional identity to out-of-town fans. These areas include Jack London Square, Grand Avenue/Lakeshore, College Avenue, Chinatown, and the Uptown District. There is no basis to conclude that eating & drinking establishments in any of these districts would be more dependent upon baseball fan support than Francesco's, which reports that less than 1.0% of patronage is related to the A's; in all likelihood, patronage related to the A's would be considerably less at these venues than at Francesco's given Francesco's association with sports and their location near the Coliseum.

Retail sales in Oakland (excluding sales at eating & drinking establishments) are $2.9 billion annually. If fans at A's games accounted for $3.5 million in "net new sales" (see above), the impact of loss of these sales City-wide would be insignificant (0.1%); in all likelihood, a sales impact of this amount is overstated due to the absence of a pedestrian environment in the vicinity of the Coliseum to capture potential sales to fans.

In both instances (restaurant and retail), minor City-wide losses in sales would be distributed among many establishments; it is highly unlikely that any would cease operation as a result of the Project.

Summary

We conclude from the foregoing that the loss of out-of-stadium spending by attendees at Oakland Athletics baseball games would not cause urban decay in the City of Oakland, either on the micro level (businesses in proximity to the Coliseum) or the macro level (City-wide). Impacts of the Project on similar businesses in communities adjoining Oakland would be virtually impossible to detect.

Appendix C

APPENDIX C

TRAFFIC IMPACT ANALYSIS

HEXAGON TRANSPORTATION CONSULTANTS, INC.

San Jose Ballpark

Supplemental Traffic Impact Analysis

Prepared for:

LSA Associates

February 10, 2010

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1. Introduction

This report presents the results of a supplemental traffic impact analysis (TIA) completed for the proposed major league baseball stadium in the Diridon/Arena Area. A TIA was completed for the stadium and included as part of the approved Environmental Impact Report (EIR) in February 2006. The supplemental traffic analysis consists of an update of the original traffic analysis to reflect a reduction in seating capacity of the proposed stadium for two stadium capacity alternatives: 32,000 and 36,000 seats. In addition to the change in proposed seating capacity, the change in project description also includes a relocation of a proposed parking structure and possible narrowing of Park Avenue to accommodate the stadium site. The supplemental analysis also includes an update of existing and background data utilized in the original TIA, as it is now outdated, the evaluation of parking alternatives for the proposed stadium, and the effects of potential BART/HSR services.

This traffic analysis serves as a supplement to the completed and approved EIR and is based on much of the same methodology and assumptions utilized in the original traffic study. As such, this updated analysis focuses on the update of analysis and differences from the results presented in the original traffic report. The original traffic report included as part of the approved EIR should be referenced for additional information regarding the traffic analysis.

Project Description

The original TIA was completed for a then proposed 45,000-seat stadium and 1,200-space parking structure with 20,000 square feet (s.f.) of commercial space. The baseball stadium as now proposed would have a reduced maximum seating capacity of either 32,000 or 36,000 seats along with the 1,200-space parking garage and 20,000 s.f. of commercial space. The analysis presented within this supplemental analysis also evaluates two additional parking options.

There is some potential for future basketball games to be held at the HP Pavilion. Since the National Basketball Association (NBA) season runs concurrently with the National Hockey League (NHL) season (and their use of the HP Pavilion at any given time would be mutually exclusive), the simultaneous-event scenario captures the occurrence of basketball (or hockey) and baseball games occurring simultaneously. Since it is anticipated that the seating capacity for a basketball game and a hockey game at the HP Pavilion would be the same, the use of the HP Pavilion for basketball games would not result in additional impacts, but would result in the impacts from simultaneous events occurring more frequently.

There is also the potential for events or festivals to be held at the Arena Green and other public places where festivals and events occur throughout the downtown concurrently with baseball games or events at

the HP Pavilion. These events, which would require permits from the City and are currently managed by the City, are already designed to plan for expected traffic and parking demands. Based on the history of past events, most of those public events occur on the weekends, while a lesser amount occur on Thursday and Friday evenings, with the fewest events occurring Monday through Wednesday evenings. A fundamental objective of the Downtown Strategy 2000 Plan, which was the subject of an EIR and approved by City Council June 21, 2005 with Resolution No. 72767, is to promote the development of a prominent and vital 24-hour downtown that is a catalyst to bring new, investment, residents, and visitors to the center of the City. The Plan envisions Downtown as a regional focus for employment, cultural activities, entertainment, civic uses and retail activity at the hub of an expanding transit network and proximate to existing and planned residential areas. Therefore, it is a desired outcome, addressed in the 2005 Downtown Strategy 2000 Final EIR, for the Downtown to host multiple events, festivals, and cultural activities, some of which will occur concurrently with baseball and/or Pavilion events, reflecting a Downtown that is a major entertainment destination. The operations of multiple concurrent Downtown events would be coordinated by the City and the event operators through the Traffic, Parking, and Management Plan process, as has successfully occurred in the past.

The ballpark site remains generally unchanged from its originally proposed location and extends from San Fernando Street south to Park Avenue and from Autumn Street west to the railroad tracks. (see Figure 1) The proposed baseball stadium will include approximately 150 on-site parking spaces for players and staff. Vehicular access to the on-site parking would be provided from San Fernando Street. The location of the proposed parking garage has been changed from its originally proposed location immediately south of the ballpark, south of Park Avenue, to just south of Santa Clara Street between Autumn and Montgomery Streets. Vehicular access to the proposed parking garage would be provided on Autumn and Montgomery Streets.

The proposed changes as part of the project to the existing roadway network remain the same as described in the original traffic analysis. The proposed project improvements are necessary to accommodate the ballpark footprint and consist of the following:

- Montgomery Street, between San Fernando Street and Park Avenue would be abandoned.
- Otterson Street, west of Montgomery Street also would be abandoned.
- The segment of Autumn Street between Santa Clara Street and Park Avenue would be converted from a one-way (northbound) street to a two-way street.
- Likewise, the remaining segment of Montgomery Street between Santa Clara Street and San Fernando Street would be converted from a one-way (southbound) street to a two-way street.

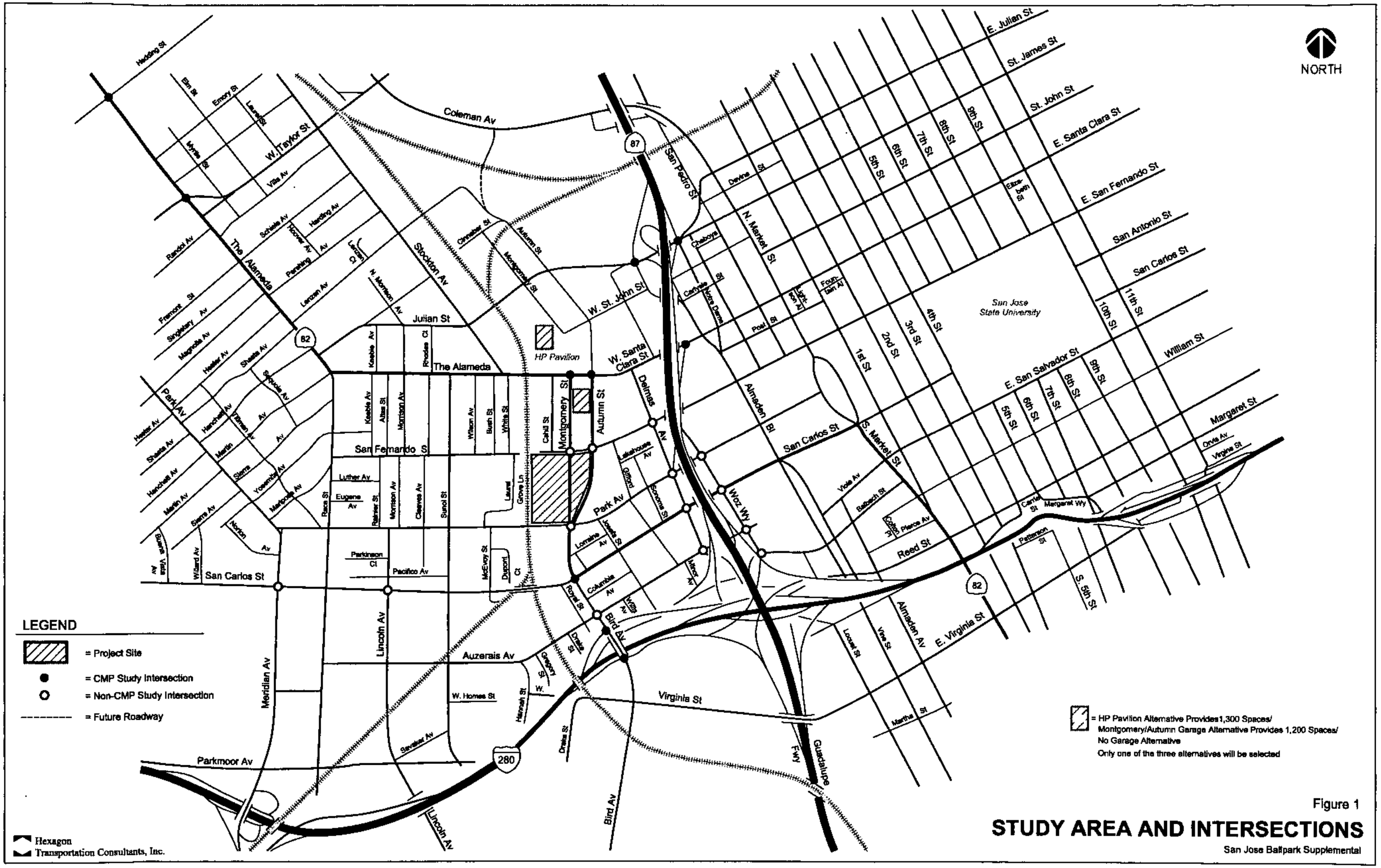
Project-sponsored improvements also include modifications to the Bird Avenue corridor from Park Avenue to I-280.

Scope of Work

In addition to the revision of the traffic analysis to account for the adjusted project description, the supplemental analysis also includes the following analysis:

Existing Traffic Conditions Update – The original traffic analysis is based upon count data collected and reflective of traffic conditions in the years 2004-2005. The supplemental traffic analysis includes an update of existing conditions analysis based upon intersection counts completed in May 2009 and freeway segment data provided in the 2008 CMP Annual Monitoring Report.

Background Development Assumptions – All background assumptions regarding development and planned roadway improvements in the project area were updated. The most recent City of San Jose database for traffic associated with all approved developments was utilized for the update of background conditions analysis.


NORTH
LEGEND
= Project Site
= CMP Study Intersection
= Non-CMP Study Intersection
= Future Roadway
= HP Pavilion Alternative Provides 1,300 Spaces/
Montgomery/Autumn Garage Alternative Provides 1,200 Spaces/
No Garage Alternative
Only one of the three alternatives will be selected
HP Pavilion
San Jose State University
The Alameda
Julian St
W. St. John St
W. Santa Clara St
San Fernando St
San Carlos St
Park Av
Auzerais Av
Virginia St
E. Virginia St
Reed St
Parkmoor Av
Coleman Av
Stockton Av
Autumn St
Montgomery St
Delmas Av
San Pedro St
N. Market St
Almaden Av
Almaden Bl
Meridian Av
Lincoln Av
Bird Av
Guadalupe
F-Wy
Woz Wy
Margaret St
William St
E. San Salvador St
E. San Fernando St
E. Santa Clara St
St. John St
St. James St
E. Julian St
Hedding St
W. Taylor St
Hester Av
Shasta Av
Martin Av
Sierra Av
Yosemite Av
Mariposa Av
Norton Av
Willard Av
Bueno Vista Av
Lincoln Av
Race St
Eugene Av
Luther Av
Parkinson Ct
Pacifico Av
Morrison Av
Cleaves Av
Sunol St
McEvoy St
Dupont Ct
Laurel Grove Ln
Lorraine Av
Columbia Av
Royal St
Drake St
Gregory St
Hannah St
W. Homes St
Sevalier Av
Lakehouse Av
Gifford
Sonoma St
Meier Av
Vine St
Locust St
Martha St
Cortland St
Patterson St
S. 5th St
Orvis Av
Virginia St
Margaret Wy
Cotton St
Pierce Av
Butasch St
Devine St
Cherry St
Carrolle St
Notre Dame
Post St
Fountain Al
Park Al
Elizabeth St
Cinnabar St
Autumn St
Montgomery St
Rhodes Ct
Keeble Av
Altas St
Wilson Av
Bush St
White St
Cahill St
Laurel Grove Ln
Rainier St
Hoover Av
Harding Av
Schiele Av
Vila Av
Lenzen Av
Pershing Av
Randol Av
Fremont St
Singletary Av
Magnolia Av
Shasta Av
Schiele Av
Henchell Av
Martin Av
Tillman Av
Sierra Av
Yosemite Av
Mariposa Av
Elm St
Emory St
Laurel St
Myrtle St
1st St
2nd St
3rd St
4th St
5th St
6th St
7th St
8th St
9th St
10th St
11th St
Hedding St
Coleman Av
Stockton Av
Autumn St
Montgomery St
Delmas Av
San Pedro St
Almaden Av
Meridian Av
Lincoln Av
Bird Av
Guadalupe
F-Wy
Woz Wy
Parkmoor Av
Auzerais Av
Virginia St
Reed St
Park Av
San Carlos St
San Fernando St
The Alameda
W. Taylor St
Julian St
W. St. John St
W. Santa Clara St
Almaden Av
E.

Project Alternative Analysis – The evaluation of both 32,000 and 36,000-seating capacity stadium project alternatives are included as part of the supplemental traffic analysis. The analysis for both project alternatives evaluates study facilities in the same fashion as the original traffic analysis completed in February 2006.

Project Related Traffic Assignment Assumptions – In addition to revised trip generation estimates for the reduced stadium size, the assignment of traffic associated with the stadium was re-evaluated based upon the revised stadium size, available information regarding attendees' origins, and re-location of the proposed parking garage.

Park and Bird Avenues Narrowing Analysis – Analysis was completed to evaluate the effects of the potential narrowing of Park and Bird Avenues to accommodate the stadium site. The evaluation consists of intersection level of service analysis at the intersections of Park Avenue and Montgomery Street and San Carlos Street and Bird Avenue.

Ballpark Parking Alternatives Analysis – The supplemental analysis includes the evaluation of two additional parking options for the proposed stadium: the elimination of the proposed 1,200-space parking garage, and the addition of 1,300 spaces to the existing HP Pavilion parking lot.

Revaluation of Parking Supply and Demand – Data regarding available existing parking inventory in the Diridon/Arena Area and Downtown area was updated along with revised parking demand for the new stadium size.

Study Facilities

The same facilities that were studied as part of the original analysis were included in the supplemental analysis. Additionally, four intersections that were evaluated as part of the response to comments for the original traffic study and two intersections that may be affected by the re-location of the proposed parking garage were included in the updated analysis. The additional intersections are included in the supplemental analysis because they were shown to operate at LOS D conditions in the original analysis and may be affected by an updated analysis. Figure 1 indicates each of the study intersections. As requested as part of the NOP process and to account specifically for the relocation of the A's, an additional 46 directional freeway segments identified below are also analyzed as part of this supplemental analysis. The list of study freeway segments was expanded to evaluate the effects of ballpark traffic on I-880 and I-680. The following facilities were included in the supplemental traffic analysis:

Signalized Study Intersections

1 NB SR 87 Ramps and Julian Street*
2 SB SR 87 Ramps and Julian Street*
3 NB SR 87 Ramp and Santa Clara Street*
4 Bird Avenue and NB I-280 Ramps *
5 Bird Avenue and SB I-280 Ramps *
6 Autumn Street and Santa Clara Street*
7 Bird Avenue and San Carlos Street*
8 Woz Way and NB SR 87
9 Autumn Street and San Fernando Street
10 Bird Avenue and Auzerais Avenue
11 Delmas Avenue and Auzerais Avenue
12 Woz Way and Auzerais Avenue
13 Delmas Avenue and Park Avenue
14 Delmas Avenue and San Carlos Street
15 Montgomery Street and Park Avenue
16 Woz Way and Park Avenue
17 Woz Way and San Carlos Street
18 Delmas Avenue and San Fernando Street
19 Montgomery Street and Santa Clara Street* (Added Intersection)
20 Montgomery Street and San Fernando Street (Added Intersection)
21 Lincoln Avenue and San Carlos Street (Added Intersection)

22 Meridian Avenue and San Carlos Street (Added Intersection)
23 The Alameda and Naglee Avenue* (Added Intersection)
24 The Alameda and Hedding Street* (Added Intersection)

*CMP Designated intersection

Freeway Segments

SR 87 northbound between Capitol Expressway and Curtner Avenue
SR 87 southbound between Capitol Expressway and Curtner Avenue
SR 87 northbound between Curtner Avenue and Almaden Expressway
SR 87 southbound between Curtner Avenue and Almaden Expressway
SR 87 northbound between Almaden Expressway and Alma Avenue
SR 87 southbound between Almaden Expressway and Alma Avenue
SR 87 northbound between Alma Avenue and I-280
SR 87 southbound between Alma Avenue and I-280
SR 87 northbound between I-280 and Julian Street
SR 87 southbound between I-280 and Julian Street
SR 87 northbound between Julian Street and Coleman Avenue
SR 87 southbound between Julian Street and Coleman Avenue
SR 87 northbound between Coleman Avenue and Taylor Street
SR 87 southbound between Coleman Avenue and Taylor Street
SR 87 northbound between Taylor Street and Skyport Drive
SR 87 southbound between Taylor Street and Skyport Drive
SR 87 northbound between Skyport Drive and US 101
SR 87 southbound between Skyport Drive and US 101
I-280 eastbound between Saratoga Avenue and Winchester Boulevard
I-280 westbound between Saratoga Avenue and Winchester Boulevard
I-280 eastbound between Winchester Boulevard and I-880
I-280 westbound between Winchester Boulevard and I-880
I-280 eastbound between I-880 and Meridian Avenue
I-280 westbound between I-880 and Meridian Avenue
I-280 eastbound between Meridian Avenue and Bird Avenue
I-280 westbound between Meridian Avenue and Bird Avenue
I-280 eastbound between Bird Avenue and SR 87
I-280 westbound between Bird Avenue and SR 87
I-280 eastbound between SR 87 and 10th Street
I-280 westbound between SR 87 and 10th Street
I-280 eastbound between 10th Street and McLaughlin Avenue
I-280 westbound between 10th Street and McLaughlin Avenue
I-280 eastbound between McLaughlin Avenue and US 101
I-280 westbound between McLaughlin Avenue and US 101
I-680 northbound between US 101 and King Road
I-680 southbound between US 101 and King Road
I-680 northbound between King Road and Capitol Expressway
I-680 southbound between King Road and Capitol Expressway
I-680 northbound between Capitol Expressway and Alum Rock Avenue
I-680 southbound between Capitol Expressway and Alum Rock Avenue
I-680 northbound between Alum Rock Avenue and Mckee Road
I-680 southbound between Alum Rock Avenue and Mckee Road
I-880 northbound between I-280 and Stevens Creek Boulevard
I-880 southbound between I-280 and Stevens Creek Boulevard
I-880 northbound between Stevens Creek Boulevard and North Bascom Avenue
I-880 southbound between Stevens Creek Boulevard and North Bascom Avenue
I-880 northbound between North Bascom Avenue and The Alameda
I-880 southbound between North Bascom Avenue and The Alameda

I-880 northbound between The Alameda and Coleman Avenue
I-880 southbound between The Alameda and Coleman Avenue
I-880 northbound between Coleman Avenue and SR 87
I-880 southbound between Coleman Avenue and SR 87
I-880 northbound between SR 87 and North 1st Street
I-880 southbound between SR 87 and North 1st Street
I-880 northbound between North 1st Street and US 101
I-880 southbound between North 1st Street and US 101
I-880 northbound between US 101 and East Brokaw Road
I-880 southbound between US 101 and East Brokaw Road
I-880 northbound between East Brokaw Road and Montague Expressway
I-880 southbound between East Brokaw Road and Montague Expressway

Analysis Scenarios

The supplemental analysis includes the evaluation of traffic conditions for the same three scenarios studied in the original analysis:

- Single-Event (Baseball Game) 5-6pm
- Single-Event (Baseball Game) 6-7pm
- Simultaneous Events (Baseball & Hockey Games) 6-7pm

The following conditions were studied for each of the three scenarios:

Existing Conditions: Existing conditions reflect the traffic volumes obtained from new manual turning-movement counts conducted in May 2009 on days with no event at the HP Pavilion. Existing volumes for the simultaneous-event scenario, with a hockey game at the HP Pavilion, were developed by adding the difference between counts collected in November 2005 on days with and without a hockey game to the new manual turning-movement counts conducted in May 2009. New counts for the simultaneous-event scenario could not be completed as part of the updated analysis because the hockey season had ended by the time this analysis was undertaken. However, the seating capacity for the HP Pavilion has not changed since 2005, so there is no reason to believe the traffic counts would be significantly different.

Background Conditions: Background traffic volumes were estimated by adding to existing volumes the projected volumes from approved but not yet completed developments. The traffic volumes associated with approved developments were obtained from the most recent City of San Jose TRAFFIX database. Background conditions also reflect planned changes to the roadway network, including the extension of Autumn Street northward to Coleman Avenue.

Project Conditions: Traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the proposed ballpark and the changes in traffic patterns resulting from the proposed roadway network changes. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Cumulative Conditions: Cumulative conditions include traffic added by all potential development in the area. For this study the traffic generated by buildout of Downtown San Jose in accordance with the Downtown *Strategy 2000 Study* along with the planned extension of BART to San Jose were added to represent cumulative conditions.

2. Existing Conditions

The existing transportation system surrounding the proposed ballpark site has changed slightly since the completion of the original traffic study for the ballpark in February 2006. There have been changes to lane configurations at intersections as well as several adjustments to the bicycle facilities and transit services in the project area. Therefore, in addition to the collection of new traffic counts and resulting existing traffic conditions, changes to the existing bicycle facilities and transit services are described below.

Existing Traffic Conditions

New manual turning-movement counts were conducted in May 2009 at all study intersections on a night with no event at the HP Pavilion. All study intersections were counted in November 2005 on nights with and without events at the HP Pavilion as part of the original traffic analysis. At the time of the update of the traffic analysis, the NHL hockey season had ended. Since it was not possible to complete new intersection counts on a night of a hockey game as part of the updated analysis, the November 2005 counts were utilized to develop the updated existing volumes for the simultaneous-event scenario. The differences between the November 2005 hockey and no-hockey counts were applied to the new May 2009 no-hockey counts to represent the updated existing volumes with hockey. All new intersection counts and raw data completed as part of this supplemental analysis are presented in Appendix A. The existing peak-hour intersection volumes at each study intersection are presented in tabular and graphical forms in Appendix B.

The traffic counts were used to calculate existing levels of service at the study intersections. The existing lane configurations were provided by City staff and confirmed by field observations. Table 1 shows that all the study intersections currently operate at LOS D or better, which is within the City and CMP standard, both with and without a hockey game.

Freeway traffic counts and level of service designations under existing conditions were obtained from the 2008 CMP Monitoring and Conformance Report. Table 2 shows that during the PM peak hour six directional study segments on I-280, seven study segments on I-880, one study segment on I-680, and eight study segments on SR 87 operate at LOS F. This is worse than the standard of LOS E.

Table 1
Existing Intersection Levels of Service

Study Number	Intersection	Count Date	Existing 5-6 PM Ave. Delay	Existing 5-6 PM LOS	Existing 6-7 PM No Hockey Ave. Delay	Existing 6-7 PM No Hockey LOS	Existing 6-7 PM With Hockey Ave. Delay	Existing 6-7 PM With Hockey LOS
1	NB SR 87 Ramps and W. Julian St.*	05/18/09	41.3	D	39.8	D	41.4	D
2	SB SR 87 Ramps and W. Julian St.*	05/18/09	18.5	B	15.3	B	18.5	B
3	NB SR 87 Ramp and Santa Clara St.*	05/19/09	16.1	B	16.2	B	16.4	B
4	NB I 280 Ramps and Bird Ave.*	05/21/09	30.6	C	26.6	C	28.1	C
5	SB I 280 Ramps and Bird Ave.*	05/21/09	29.4	C	29.2	C	31.2	C
6	S. Autumn St. and Santa Clara St.*	05/18/09	20.5	C	18.0	B	25.2	C
7	Bird Ave and W. San Carlos St.*	05/21/09	38.8	D	37.2	D	35.5	D
8	SR 87 and Woz Way	05/20/09	10.7	B	10.1	B	8.0	A
9	S. Autumn St. and W. San Fernando St.	05/19/09	10.4	B	10.0	B	8.5	A
10	Bird Ave. and Auzerais Ave.	05/21/09	27.5	C	26.3	C	20.9	C
11	Delmas Ave. and Auzerais Ave.	05/20/09	17.7	B	17.8	B	17.1	B
12	Woz Way and Auzerais Ave.	05/20/09	25.8	C	23.9	C	18.6	B
13	Delmas Ave. and Park Ave.	05/19/09	24.5	C	23.5	C	24.6	C
14	Delmas Ave. and W. San Carlos St.	05/20/09	18.8	B	16.9	B	17.7	B
15	S. Autumn St. and Park Ave.	05/20/09	32.1	C	33.0	C	31.0	C
16	Woz Way and Park Ave.	05/19/09	18.9	B	20.5	C	20.1	C
17	Woz Way and W. San Carlos St.	05/20/09	23.7	C	23.7	C	23.0	C
18	Delmas Ave. and W. San Fernando St.	05/19/09	14.6	B	15.2	B	16.0	B
19	Montgomery St. and Santa Clara St. *	05/21/09	19.0	B	19.8	B	25.1	C
20	Montgomery St. and San Fernando St.	05/21/09	13.3	B	13.2	B	15.7	B
21	San Carlos St. and Lincoln Ave.	05/21/09	40.0	D	36.7	D	34.7	C
22	San Carlos St. and Meridian Ave.	05/21/09	43.6	D	41.0	D	41.0	D
23	The Alameda and Taylor St./ Naglee Ave. *	05/18/09	41.0	D	36.7	D	34.1	C
24	The Alameda and Hedding St. *	05/18/09	30.7	C	27.3	C	28.4	C

* Denotes CMP Intersection

Table 2
Existing Freeway Segment Levels of Service

Freeway	hide t Segment	Direction	Peak Hour	Mixed-Flow Lanes Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	HOV Lane Traffic Volume Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS
SR 87	Capitol Expressway to Curtner Avenue	NB	5-6PM	65	2	3,900	30.0	D	70	1	630	9.0	A
SR 87	Curtner Avenue to Almaden Road	NB	5-6PM	66	2	3,670	28.0	D	70	1	910	13.0	B
SR 87	Almaden Road to Alma Avenue	NB	5-6PM	52	2	4,370	42.0	D	70	1	840	12.0	B
SR 87	Alma Avenue to I-280	NB	5-6PM	66	2	3,670	28.0	D	70	1	700	10.0	A
SR 87	I-280 to Julian Street	NB	5-6PM	67	2	2,130	16.0	B	70	1	350	5.0	A
SR 87	Julian Street to Coleman Street	NB	5-6PM	66	2	2,910	22.0	C	70	1	140	2.0	A
SR 87	Coleman Street to Taylor Street	NB	5-6PM	67	2	1,870	14.1	B	70	1	630	9.0	A
SR 87	Taylor Street to Skyport Drive	NB	5-6PM	67	2	2,000	15.0	B	70	1	210	3.0	A
SR 87	Skyport Drive to US 101	NB	5-6PM	66	2	2,510	19.0	C	70	1	280	4.0	A
I-280	Saratoga Avenue to Winchester Boulevard	EB	5-6PM	36	3	6,050	56.0	E	70	1	2,450	35.0	D
I-280	Winchester Boulevard to I-880	EB	5-6PM	15	3	4,280	95.1	F	70	1	2,240	32.0	D
I-280	I-880 to Meridian Avenue	EB	5-6PM	22	4	5,220	59.3	F	40	1	2,240	56.0	E
I-280	Meridian Avenue to Bird Avenue	EB	5-6PM	24	4	7,200	75.0	F	N/A	0	N/A		
I-280	Bird Avenue to SR 87	EB	5-6PM	24	4	7,200	75.0	F	N/A	0	N/A		
I-280	SR 87 to 10th Street	EB	5-6PM	20	4	6,640	83.0	F	N/A	0	N/A		
I-280	10th Street to McLaughlin Avenue	EB	5-6PM	57	4	8,900	39.0	D	N/A	0	N/A		
I-280	McLaughlin Avenue to US 101	EB	5-6PM	66	4	7,340	28.0	D	N/A	0	N/A		
I-680	US 101 to King Road	NB	5-6PM	66	4	6,080	23.0	C	N/A	0	N/A		
I-680	King Road to Capitol Expressway	NB	5-6PM	66	4	7,340	28.7	D	N/A	0	N/A		
I-680	Capitol Expressway to Alum Rock Avenue	NB	5-6PM	66	4	6,080	23.0	C	N/A	0	N/A		
I-680	Alum Rock Avenue to McKee Road	NB	5-6PM	66	4	6,080	23.0	C	N/A	0	N/A		
I-880	I-280 to Stevens Creek Boulevard	NB	5-6PM	66	3	4,560	23.0	C	N/A	0	N/A		
I-880	Stevens Creek Boulevard to North Bascom Avenue	NB	5-6PM	66	3	5,310	27.0	D	N/A	0	N/A		
I-880	North Bascom Avenue to The Alameda	NB	5-6PM	65	3	5,660	29.0	D	N/A	0	N/A		
I-880	The Alameda to Coleman Avenue	NB	5-6PM	64	3	6,340	33.0	D	N/A	0	N/A		
I-880	Coleman Avenue to SR 87	NB	5-6PM	55	3	6,600	40.0	D	N/A	0	N/A		
I-880	SR 87 to North 1st Street	NB	5-6PM	63	3	6,430	34.0	D	N/A	0	N/A		
I-880	North 1st Street to US 101	NB	5-6PM	58	3	6,620	38.0	D	N/A	0	N/A		
I-880	US 101 to East Brokaw Road	NB	5-6PM	64	3	6,340	33.0	D	N/A	0	N/A		
I-880	East Brokaw Road to Montague Expressway	NB	5-6PM	66	3	4,760	24.0	C	N/A	0	N/A		
I-880	Montague Expressway to East Brokaw Road	SB	5-6PM	19	3	4,910	86.1	F	N/A	0	N/A		
I-880	East Brokaw Road to US 101	SB	5-6PM	14	3	4,200	100.0	F	N/A	0	N/A		
I-880	US 101 to North 1st Street	SB	5-6PM	12	3	3,820	106.1	F	N/A	0	N/A		
I-880	North 1st Street to SR 87	SB	5-6PM	23	3	5,320	77.1	F	N/A	0	N/A		
I-880	SR 87 to Coleman Avenue	SB	5-6PM	23	3	5,320	77.1	F	N/A	0	N/A		
I-880	Coleman Avenue to The Alameda	SB	5-6PM	23	3	5,320	77.1	F	N/A	0	N/A		
I-880	The Alameda to North Bascom Avenue	SB	5-6PM	32	3	5,960	62.1	F	N/A	0	N/A		
I-880	North Bascom Avenue to Stevens Creek Boulevard	SB	5-6PM	46	3	6,490	47.0	E	N/A	0	N/A		
I-880	Stevens Creek Boulevard to I-280	SB	5-6PM	66	3	5,150	26.0	D	N/A	0	N/A		
I-680	McKee Road to Alum Rock Avenue	SB	5-6PM	31	4	7,820	63.1	F	N/A	0	N/A		
I-680	Alum Rock Avenue to Capitol Expressway	SB	5-6PM	66	4	6,870	26.0	D	N/A	0	N/A		
I-680	Capitol Expressway to King Road	SB	5-6PM	66	4	6,680	23.0	C	N/A	0	N/A		
I-680	King Road to US 101	SB	5-6PM	68	4	5,280	20.0	C	N/A	0	N/A		
I-280	US 101 to McLaughlin Avenue	WB	5-6PM	66	4	7,080	27.0	D	N/A	0	N/A		
I-280	McLaughlin Avenue to 10th Street	WB	5-6PM	68	4	7,340	28.0	D	N/A	0	N/A		
I-280	10th Street to SR 87	WB	5-6PM	65	4	7,540	29.0	D	N/A	0	N/A		
I-280	SR 87 to Bird Avenue	WB	5-6PM	19	4	6,390	84.1	F	N/A	0	N/A		
I-280	Bird Avenue to Meridian Avenue	WB	5-6PM	43	4	8,430	49.0	E	N/A	0	N/A		
I-280	Meridian Avenue to I-880	WB	5-6PM	62	4	7,380	32.2	D	70	1	1,120	16.0	B
I-280	I-880 to Winchester Boulevard	WB	5-6PM	64	3	6,340	33.0	D	70	1	630	9.0	A
I-280	Winchester Boulevard to Saratoga Avenue	WB	5-6PM	59	3	6,550	37.0	D	70	1	840	12.0	B
SR 87	US 101 to Skyport Drive	SB	5-6PM	8	2	1,990	124.4	F	70	1	1,540	22.0	C
SR 87	Skyport Drive to Taylor Street	SB	5-6PM	18	2	3,210	89.2	F	70	1	840	12.0	B
SR 87	Taylor Street to Coleman Avenue	SB	5-6PM	14	2	2,830	101.1	F	70	1	1,680	24.0	C
SR 87	Coleman Avenue to Julian Street	SB	5-6PM	32	2	3,910	61.1	F	70	1	1,470	21.0	C
SR 87	Julian Street to I-280	SB	5-6PM	21	2	3,360	80.0	F	70	1	910	13.0	B
SR 87	I-280 to Alma Avenue	SB	5-6PM	15	2	2,850	95.0	F	70	1	1,820	26.0	C
SR 87	Alma Avenue to Almaden Road	SB	5-6PM	18	2	3,140	87.2	F	70	1	2,520	36.0	D
SR 87	Almaden Road to Curtner Avenue	SB	5-6PM	24	2	3,560	74.2	F	70	1	1,820	26.0	C
SR 87	Curtner Avenue to Capitol Expressway	SB	5-6PM	43	2	4,220	49.1	E	70	1	1,400	20.0	C

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.

Existing Bicycle and Pedestrian Facilities

Pedestrian facilities in the project area consist primarily of sidewalks, pedestrian push buttons and signal heads at intersections. With a few exceptions, sidewalks are found along virtually all previously described local roadways in the study area and along the local residential streets and collectors near the sites.

The changes of the existing bicycle facilities compared to those described in the original 2006 TIA are described below and shown on Figure 2:

- San Fernando Street, between 10th Street and SR 87
- Coleman Avenue, between Taylor Street and SR 87
- 3rd Street, between Julian Street and Jackson Street
- 4th Street, between Julian Street and Jackson Street

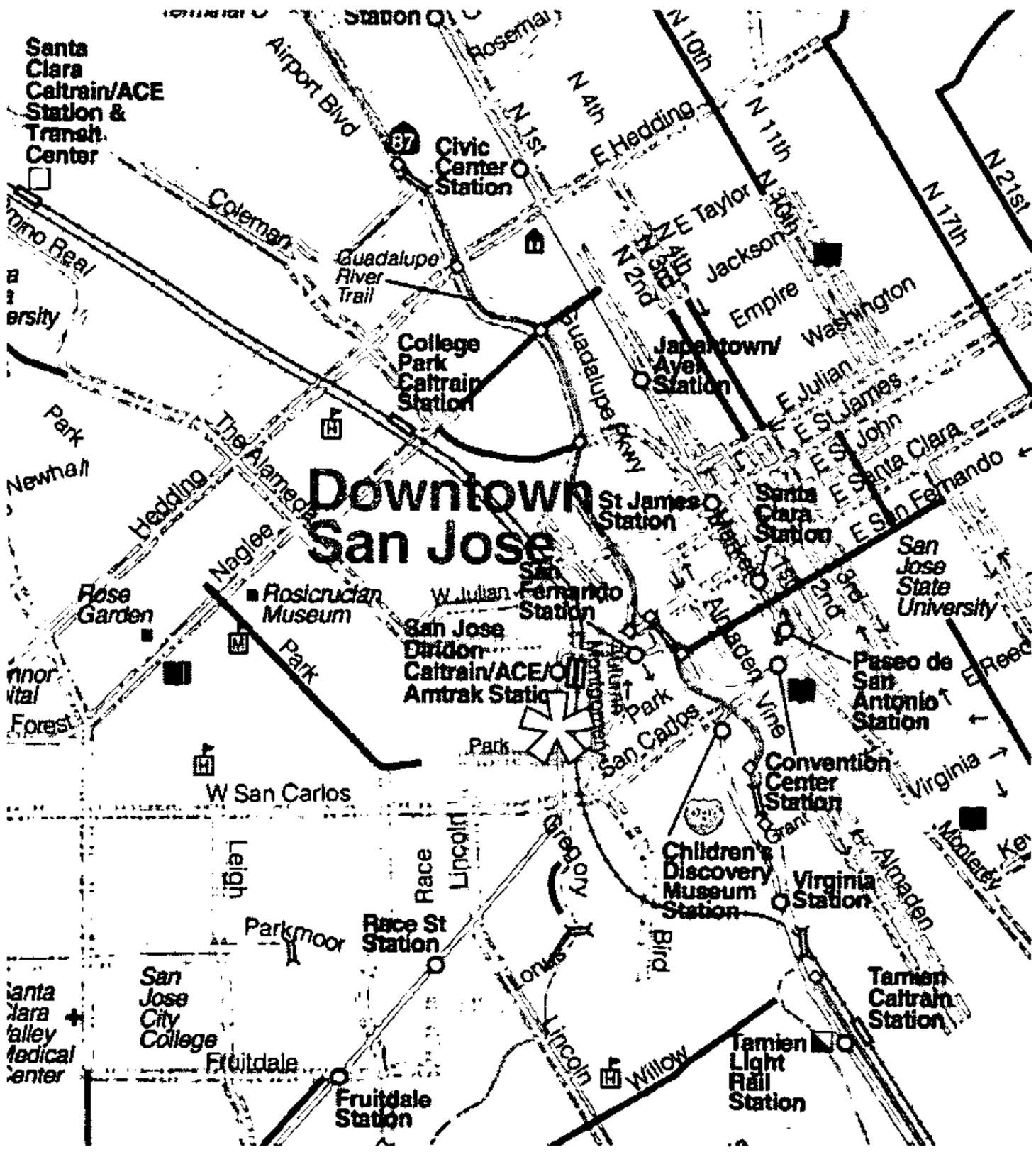
Updated Existing Transit Services

The ballpark site is adjacent to the Diridon train station, which is served by numerous bus, LRT, and commuter rail routes. The changes of the existing transit services compared to those described in the original 2006 TIA are described below and shown on Figure 3:

Bus Service. Currently, the project area is served by eight bus routes and the DASH shuttle (see Table 3). Route 168 and 181 were recently added. Route 305 is no longer in service. Local routes 22, 63, 64, 65, and 68 operate with 10 to 60 minute headways during peak hours. Routes 180 and 181 generally operate on 15-40-minute headways. Route 180 only provides service in the project area on weekends and not weekdays. The Highway 17 shuttle generally operates on 20-60-minute headways. Route 22 and 522 operate on 10-15 and 15-20-minute headways, respectively.

LRT Service. The Vasona line operates until midnight seven days a week, generally on 15-minute headways on weekdays and 30-minute headways on weekend.

Rail Service. Amtrak operates seven days a week until midnight, usually on two-hour headways. Caltrain service runs seven days a week until midnight, usually on 5-25-minute headways on weekdays and one-hour headways on weekend.



SOURCE: VTA Santa Clara Valley Bikeways Map, May 2008.

Bikeways Map

- Bike Paths off street (Class I Bikeway)
- Bike Lanes on street (Class II Bikeway)
- Unpaved Paths
- Bike Boulevards

Street Ratings:

- Extreme Caution
- Alert
- Moderate
- Expressways (Bicycles permitted)
- Freeways (Bicycles prohibited)
- Bike/Pedestrian Bridges/Undercrossings
- Access Points to Bike Paths
- Station/Park & Ride with Bike Lockers
- Station/Park & Ride with Bike Racks
- Station/Park & Ride with Bike Lockers & Racks
- VTA Light Rail & Station
- Caltrain
- Altamont Commuter Express/Capitol Corridor
- Hospitals/Medical Clinics
- City Halls
- Public Libraries
- Middle & High Schools

A completely separated paved right-of-way (shared with pedestrians) which excludes general motor vehicle traffic.

A striped lane for one-way bike travel on a roadway.

Typically a street with low traffic volumes and speeds, with measures for preferential bike treatment.

Streets frequently used by bicyclists, where they share the roadway with motor vehicles. Includes city-designated Class III bike routes. Street ratings are based on the following types of characteristics:

Extreme Caution

Heavy traffic volumes
High traffic speeds, at or greater than 35 mph
High number of motor vehicles turning right or merging across bicyclists' path of travel
Narrow travel area for bicycles (shoulders or curb lanes)
Frequent bus service and stops
High curbside parking turnover

Alert

Moderate traffic volumes
Moderate traffic speeds
Medium-width travel area for bicycles (shoulders or curb lanes)
Low to moderate number of motor vehicles turning right or merging across bicyclists' path of travel
Moderate to high parking turnover
Somewhere in between Extreme Caution and Moderate.

Moderate

Low traffic volumes
Moderate to low speed traffic speeds
Wide travel area for bicycles (shoulders or curb lanes)
Low parking turnover or no curbside parking

Bicycles are permitted on all County expressways. The expressways generally carry high volumes of traffic at high speeds. Bicyclists are therefore advised to exercise caution. Although there are bicycle lanes on some of the expressways, the expressways should only be used by bicyclists with advanced skills.

Bicycles are prohibited on freeways.

Disclaimer: VTA assumes no responsibility for bicyclists using these routes. This map is intended for informational purposes only. Bicyclists should refer to city bike maps or other more detailed maps for additional information.

N

0 1 km 1 mile

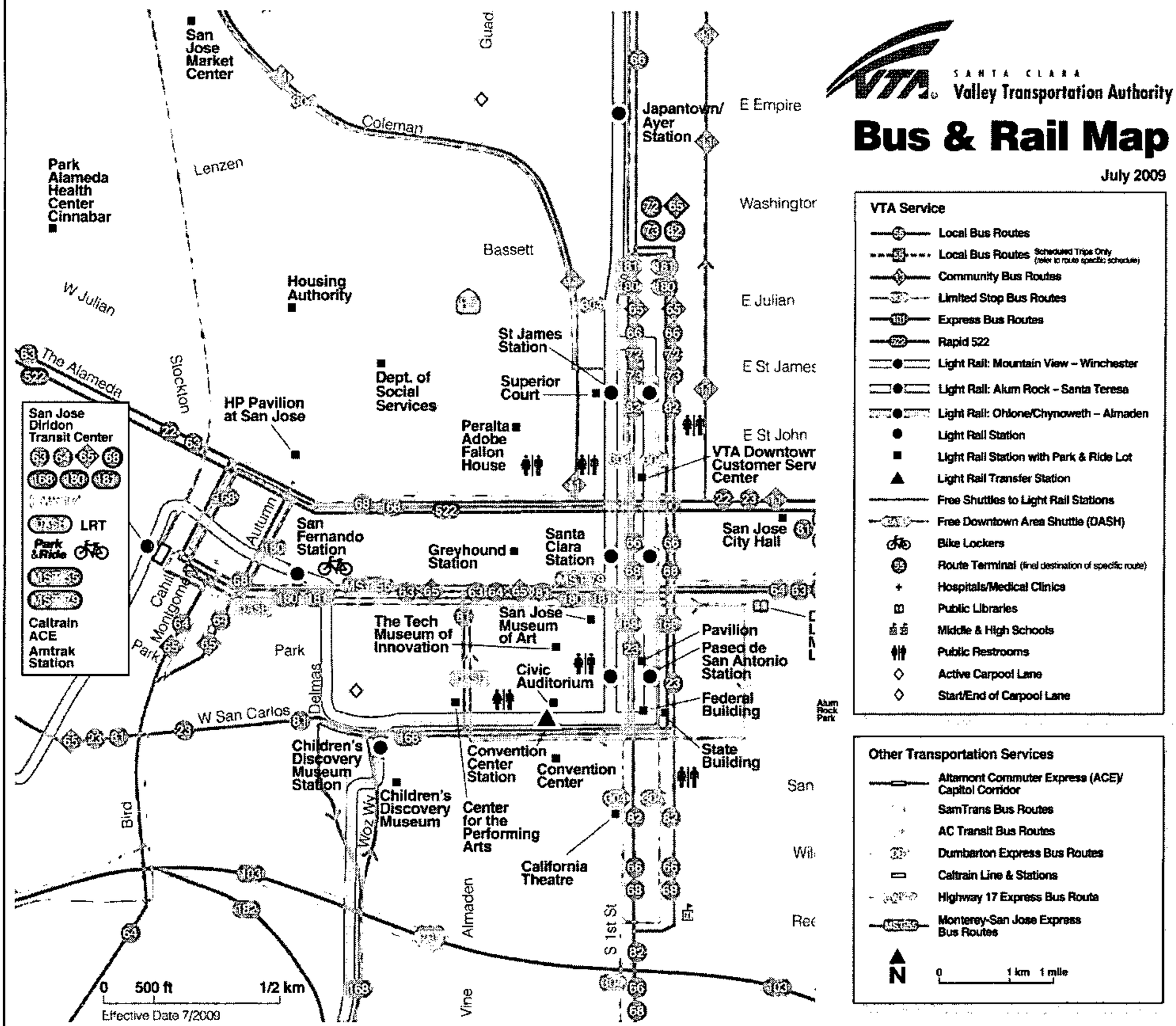
May 2003

Figure 2

EXISTING BICYCLE FACILITIES

San Jose Ballpark Supplemental

Hexagon Transportation Consultants, Inc.



SOURCE: VTA Santa Clara Valley Bus and Rail Map, July 2009.

Figure 3

EXISTING TRANSIT SERVICES

San Jose Ballpark Supplemental

Hexagon Transportation Consultants, Inc.

Table 3
Existing Bus Routes

Location / Route	Description	Weekday Peak Hour Headways (minutes)	Weekend Peak Hour Headways (minutes)
At Diridon Station			
63	Almaden Valley to San Jose State University	30	60
64	Almaden LRT Station to Penitencia Creek Transit Center	15-30	30
65	Almaden LRT Station to San Jose State University	60	--
68	Gilroy/Gavilan College to Diridon Station	15-30	30
168	Gilroy Tansit Center to Diridon Station	30	--
180	Fremont BART Station to Diridon Station	--	40
181	Fremont BART Station to Diridon Station	15	--
HWY17	Santa Cruz/Scotts Valley to San Jose	20-45	50-60
DASH	Downtown Shuttle	10	--
On The Alameda (two blocks)			
22	Eastridge Transit Center to Palo Alto/Menlo Park	10-15	15
522	Eastridge Transit Center to Palo Alto Transit Center	15-20	15

Notes:
Headways are based on July, 2009 VTA Bus Route Schedule
-- Indicates no service

3. Background Conditions

Similar to the existing traffic conditions, background conditions traffic volumes were updated to reflect recently approved developments in the project area. Background traffic volumes were calculated by adding to the new existing volumes the added traffic from approved but not yet constructed developments. The approved project trips were provided by the City in the form of the Approved Trips Inventory (ATI). Additionally, the traffic reassignment resulting from the planned Autumn Street Extension was also added to existing volumes. The peak-hour intersection volumes at each study intersection under background conditions are presented in tabular and graphical forms in Appendix B.

Background Traffic Conditions

The level of service results for background conditions are shown in Table 4. The results indicate that all the study intersections are projected to operate at LOS D or better, which is within the City and CMP standard, both with and without a hockey game.

Table 4
Background Intersection Levels of Service

Study Number	Intersection	Count Date	5-6 PM Existing Ave. Delay	5-6 PM Existing LOS	5-6 PM Background Ave. Delay	5-6 PM Background LOS	6-7 PM No Hockey Existing Ave. Delay	6-7 PM No Hockey Existing LOS	6-7 PM No Hockey Background Ave. Delay	6-7 PM No Hockey Background LOS	6-7 PM With Hockey Existing Ave. Delay	6-7 PM With Hockey Existing LOS	6-7 PM With Hockey Background Ave. Delay	6-7 PM With Hockey Background LOS
1	NB SR 87 Ramps and W. Julian St.*	05/18/09	41.3	D	43.5	D	39.8	D	40.8	D	41.4	D	44.0	D
2	SB SR 87 Ramps and W. Julian St.*	05/18/09	18.5	B	18.4	B	15.3	B	17.9	B	18.5	B	18.9	B
3	NB SR 87 Ramp and Santa Clara St.*	05/19/09	16.1	B	16.8	B	16.2	B	16.3	B	16.4	B	16.8	B
4	NB I 280 Ramps and Bird Ave.*	05/21/09	30.6	C	41.1	D	26.6	C	26.8	C	28.1	C	28.9	C
5	SB I 280 Ramps and Bird Ave.*	05/21/09	29.4	C	41.0	D	29.2	C	32.4	C	31.2	C	36.8	D
6	S. Autumn St. and Santa Clara St.*	05/18/09	20.5	C	32.1	C	18.0	B	29.4	C	25.2	C	36.3	D
7	Bird Ave and W. San Carlos St.*	05/21/09	38.8	D	41.0	D	37.2	D	37.4	D	35.5	D	37.0	D
8	SR 87 and Woz Way	05/20/09	10.7	B	10.9	B	10.1	B	10.6	B	8.0	A	10.2	B
9	S. Autumn St. and W. San Fernando St.	05/19/09	10.4	B	11.4	B	10.0	B	11.0	B	8.5	A	11.8	B
10	Bird Ave. and Auzerais Ave.	05/21/09	27.5	C	32.1	C	26.3	C	29.4	C	20.9	C	27.6	C
11	Delmas Ave. and Auzerais Ave.	05/20/09	17.7	B	17.0	B	17.8	B	17.1	B	17.1	B	16.4	B
12	Woz Way and Auzerais Ave.	05/20/09	25.8	C	27.1	C	23.9	C	25.3	C	18.6	B	20.9	C
13	Delmas Ave. and Park Ave.	05/19/09	24.5	C	29.2	C	23.5	C	25.8	C	24.6	C	26.7	C
14	Delmas Ave. and W. San Carlos St.	05/20/09	18.8	B	25.5	C	16.9	B	23.4	C	17.7	B	24.3	C
15	S. Autumn St. and Park Ave.	05/20/09	32.1	C	35.4	D	33.0	C	34.6	C	31.0	C	34.5	C
16	Woz Way and Park Ave.	05/19/09	18.9	B	23.2	C	20.5	C	23.1	C	20.1	C	22.0	C
17	Woz Way and W. San Carlos St.	05/20/09	23.7	C	26.8	C	23.7	C	25.5	C	23.0	C	25.4	C
18	Delmas Ave. and W. San Fernando St.	05/19/09	14.6	B	34.3	C	15.2	B	21.0	C	16.0	B	22.9	C
19	Montgomery St. and Santa Clara St. *	05/21/09	19.0	B	21.2	C	19.8	B	21.1	C	25.1	C	27.6	C
20	Montgomery St. and San Fernando St.	05/21/09	13.3	B	13.2	B	13.2	B	13.1	B	15.7	B	17.2	B
21	San Carlos St. and Lincoln Ave.	05/21/09	40.0	D	41.9	D	36.7	D	38.2	D	34.7	C	36.7	D
22	San Carlos St. and Meridian Ave.	05/21/09	43.6	D	45.5	D	41.0	D	42.0	D	41.0	D	42.1	D
23	The Alameda and Taylor St./ Naglee Ave. *	05/18/09	41.0	D	44.1	D	36.7	D	37.8	D	34.1	C	36.3	D
24	The Alameda and Hedding St. *	05/18/09	30.7	C	32.5	C	27.3	C	28.3	C	28.4	C	29.9	C

* Denotes CMP Intersection

4. Project Conditions

Project Description

The original TIA completed in 2006 was for a then proposed 45,000-seat stadium and 1,200-space parking structure with 20,000 square feet (s.f.) of commercial space. The baseball stadium as now proposed would have a reduced maximum seating capacity of either 32,000 or 36,000 seats along with the 1,200-space parking garage and 20,000 s.f. of commercial space. The analysis presented within this supplemental analysis also evaluates two additional parking options as described below.

There is some potential for future basketball games to be held at the HP Pavilion. Since the National Basketball Association (NBA) season runs concurrently with the National Hockey League (NHL) season (and their use of the HP Pavilion at any given time would be mutually exclusive), the simultaneous-event scenario captures the occurrence of basketball (or hockey) and baseball games occurring simultaneously. Since it is anticipated that the seating capacity for a basketball game and a hockey game at the HP Pavilion would be the same, the use of the HP Pavilion for basketball games would not result in additional impacts, but would result in the impacts from simultaneous events occurring more frequently.

There is also the potential for events or festivals to be held at the Arena Green and other public places where festivals and events occur throughout the downtown concurrently with baseball games or events at the HP Pavilion. These events, which would require permits from the City and are currently managed by the City, are already designed to plan for expected traffic and parking demands. Based on the history of past events, most of those public events occur on the weekends, while a lesser amount occur on Thursday and Friday evenings, with the fewest events occurring Monday through Wednesday evenings. A fundamental objective of the Downtown Strategy 2000 Plan, which was the subject of an EIR and approved by City Council June 21, 2005 with Resolution No. 72767, is to promote the development of a prominent and vital 24-hour downtown that is a catalyst to bring new, investment, residents, and visitors to the center of the City. The Plan envisions Downtown as a regional focus for employment, cultural activities, entertainment, civic uses and retail activity at the hub of an expanding transit network and proximate to existing and planned residential areas. Therefore, it is a desired outcome, addressed in the 2005 Downtown Strategy 2000 Final EIR, for the Downtown to host multiple events, festivals, and cultural activities, some of which will occur concurrently with baseball and/or Pavilion events, reflecting a Downtown that is a major entertainment destination. The operations of multiple concurrent Downtown events would be coordinated by the City and the event operators through the Traffic, Parking, and Management Plan process, as has successfully occurred in the past.

The ballpark site remains generally unchanged from its originally proposed location and extends from San Fernando Street south to Park Avenue and from Autumn Street west to the railroad tracks. The proposed

baseball stadium will include approximately 150 on-site parking spaces for players and staff. Vehicular access to the on-site parking would be provided from San Fernando Street. The location of the proposed parking garage has been changed from its originally proposed location immediately south of the ballpark, south of Park Avenue, to just south of Santa Clara Street between Autumn and Montgomery Streets. Vehicular access to the proposed parking garage would be provided on Autumn and Montgomery Streets.

The proposed changes as part of the project to the existing roadway network remain the same as described in the original traffic analysis. The proposed project improvements are necessary to accommodate the ballpark footprint and consist of the following:

- Montgomery Street, between San Fernando Street and Park Avenue would be abandoned.
- Otterson Street, west of Montgomery Street also would be abandoned.
- The segment of Autumn Street between Santa Clara Street and Park Avenue would be converted from a one-way (northbound) street to a two-way street.
- Likewise, the remaining segment of Montgomery Street between Santa Clara Street and San Fernando Street would be converted from a one-way (southbound) street to a two-way street.

Project-sponsored improvements also include modifications to the Bird Avenue corridor from Park Avenue to I-280.

Ballpark Parking Alternatives

Each of the stadium capacity alternatives was analyzed for three separate parking alternatives that include: 1) the originally proposed 1,200-space parking garage in a different location 2) the elimination of the proposed 1,200-space parking garage and 3) the addition of 1,300 spaces to the existing HP Pavilion parking lot. Each of the parking alternatives is described below.

1,200-Space Parking Garage

The location of the proposed 1,200-space parking garage has been changed from its originally proposed location immediately south of the ballpark, south of Park Avenue, to just south of Santa Clara Street between Autumn and Montgomery Streets. It is assumed that the proposed new ballpark parking garage would be accessed via Autumn and Montgomery Streets. Passenger drop off and pick up activities are expected to occur within the on-street parking areas on Montgomery Street, just north of the project site.

The assignment of trips generated by the proposed ballpark was adjusted to account for the parking garage relocation and access points. The relocation of the parking garage will result in a shift in access patterns from the freeway system. With the relocation of the garage from Park Avenue to just South of Santa Clara Street, it is projected that stadium traffic will utilize the SR 87 ramps at Santa Clara and Park Avenue more heavily than that which would have utilized the I-280 ramps at Bird Avenue with the garage located along Park Avenue. Though the relocated parking garage site will create a change in traffic patterns in the immediate area of the ballpark, the relocation will not generate additional traffic and will result in only minor changes in overall magnitude of traffic added to each of the study intersections.

Elimination of the Planned 1,200-Space Parking Garage

The potential elimination of the parking garage would require that all fans attending games at the proposed ballpark utilize existing parking facilities located in the downtown area. The use of available parking in the downtown area would result in a slight shift in traffic associated with the ballpark away from the ballpark site into the downtown area. Since the majority of available parking facilities are located within downtown, the elimination of the proposed garage would equate to a shift of only 1,200 spaces.

Addition of 1,300 parking spaces to HP Pavilion lot

In place of the proposed 1,200-space garage south of Santa Clara Street, the potential addition of 1,300 parking spaces on the HP Pavilion lot was also evaluated. The use of the HP Pavilion lot by ballpark fans would result in a change in trip assignment for the ballpark in the immediate area of the HP Pavilion, but would have little effect on the overall roadway system. For the simultaneous-event scenario, it was assumed that the HP Pavilion parking would be utilized equally by HP Pavilion and ballpark fans since game start times would be approximately the same.

There currently are 1,447 surface parking spaces provided within the HP Pavilion parking lot. The addition of 1,300 spaces would create a total of 2,747 parking spaces on the HP Pavilion lot. Though definitive plans for how the additional parking would be provided have yet to be determined, there are several options for the additional spaces. Alternatives include the location of the additional parking at the northern or southern ends of the existing lot in multi-level structures or the addition of a second deck of parking across more or less the entire site. This analysis assumes that regardless of the orientation of the potential additional parking spaces, the primary access points to the HP Pavilion parking lot would remain unchanged. Access to the parking is provided from Santa Clara and Julian Streets.

It should be noted that the site of the 1,200-space garage as well as the HP Pavilion parking lot have also been identified as potential sites for a parking garage to serve future BART commuters. Preliminary plans for a BART garage identify a 1,300-space garage to be built south of Santa Clara Street between Montgomery and Autumn Streets or on the HP Pavilion lot. It is possible that the ballpark garage would be located in the HP Pavilion lot while the BART garage is located south of Santa Clara Street or vice-versa. Regardless of the location of each garage, the effects on traffic circulation would be similar since each garage would have similar access points and provide the same order of parking spaces.

Project Trip Estimates

The magnitude of traffic produced by each of the stadium capacity alternatives and the locations where the stadium traffic would appear were estimated using the same procedures utilized in the original traffic analysis. Each of the components of the stadium trip generation and assignment are described further in the following sections.

Trip Generation

Project trip generation estimates were prepared based on the capacity of each of the stadium alternatives (32,000 and 36,000 seats) and a no-show rate of 6 percent. The no-show rate is consistent with the actual attendance observed at other baseball stadiums during a sell-out game. Including players, coaches, staff, concession employees, and media personnel (approximately 1,560 people), the total attendance for a sell-out game is estimated to be 31,640 and 35,400, respectively, for the 32,000 and 36,000-seat alternatives.

The travel characteristics, such as modal split (private vehicle, transit, walk/bike) and arrival patterns, of fans attending a weeknight Major League Baseball game at the proposed ballpark estimated in the original traffic analysis were based on data and surveys of fans attending a weeknight National Hockey League game at the HP Pavilion. No changes to the travel characteristics of fans were made as part of the updated analysis. It is believed that the travel characteristics of fans attending baseball and hockey games will be similar due to the close proximity of arena and ballpark locations and fan base generally being drawn from the same general area resulting in similar mode choice characteristics. Additionally, with the substantial amount of parking located near the ballpark, it is unlikely that mode of travel to the arena and ballpark would be substantially different. The commercial space to be located on the ground floor of the proposed new parking garage is assumed to be occupied by ancillary uses that on game nights would be entirely supported by game attendees. Thus, the commercial space is not expected to add to the number of vehicle trips generated by the project during the pre-game period. Table 5 presents the project trip generation estimates for each of the stadium capacity alternatives during the ingress period for a weekday evening game.

Table 5
Project Trip Generation Estimates

Ballpark Attendance by Mode[1]		persons	Average Occupancy (persons/ vehicle)	pre-game vehicle trips In	Out
32,000-Seat Alternative					
Public Transit	4.5%	1,424	--	--	--
Charter Bus, Tax & Limo	1.1%	348	3.0	116	116
Walk/ Bicycle	3.3%	1,044	--	--	--
Drop-Off/Pick-Up	0.6%	190	2.3	83	83
Auto	90.5%	28,634	2.3	12,450	0
	100.0%	31,640		12,649	199
36,000-Seat Alternative					
Public Transit	4.5%	1,593	--	--	--
Charter Bus, Tax & Limo	1.1%	389	3.0	130	130
Walk/ Bicycle	3.3%	1,168	--	--	--
Drop-Off/Pick-Up	0.6%	212	2.3	92	92
Auto	90.5%	32,037	2.3	13,929	0
	100.0%	35,400		14,151	222

[1] Total projected attendance for sold out weekday night game, including fans, team personnel, concessions employees, and media personnel.

Trip Distribution and Assignment

2007 Certified EIR Distribution

The distribution of trips generated by the proposed ballpark utilized in the original 2006 traffic study analysis was estimated based on the residence zip codes of existing San Jose Sharks season ticket holders and a comparison of the existing traffic volumes on weekday evenings without and with a hockey game. San Jose Sharks fans were the best available proxy for San Jose/South Bay baseball fans given the 2006 traffic study analysis was not contemplating the A's as the specific team that would occupy the proposed stadium, since the A's ownership was actively pursuing a stadium in Fremont and had not expressed interest in relocating to San Jose. Therefore, the 2006 traffic study relied upon the best available sports fan distribution methodology at the time, namely existing Sharks fans. The distribution pattern for the stadium was developed manually utilizing the zip code data and professional traffic engineers' detailed knowledge of existing travel patterns in the stadium area. Utilizing the Sharks fan-

derived baseball fan distribution, a majority of baseball stadium trips are expected to arrive and depart via I-280 and/or SR 87 (65%).

Supplemental A's Fan Modeling

Since the original 2006 traffic study analysis, the Oakland A's have been subsequently identified as the major league baseball team that would occupy the proposed ballpark. Therefore, as part of this supplemental analysis, the trip distribution of the original traffic analysis was re-evaluated utilizing data from the existing fan base of Oakland A's baseball games. Zip code data that provides information regarding the origins of fans attending games in Oakland was obtained from credit card receipt information for ticket purchases of the 2007 season. Utilizing the zip code data to determine the distance traveled to games in Oakland and socio-economic data for Northern California, formulas were derived by professional traffic engineers to be used by a traffic forecasting model to predict the travel patterns of existing and potential future A's fans arriving at the new San Jose ballpark. The location of a baseball stadium in San Jose will result in an adjustment of origins of fans attending games when compared to that of fans attending games in Oakland. The formulas and model account for the adjustment of the origins of fans based upon the zip code data, distance traveled to games in Oakland vs. San Jose, and population and socio-economic data changes due to the stadium location in San Jose. Because this method is objective, reproducible, and is based on actual A's fan base statistics, it provides a credible, logical estimate of trip distribution of the proposed ballpark.

Consistent Distribution Patterns

Results of the supplemental traffic model forecast runs based upon A's fan base information resulted in a trip distribution on regional facilities (freeways) that was similar to that which was utilized in the original 2006 Sharks fan-derived traffic analysis, with one exception. The supplemental A's fan-based traffic model indicated that less traffic than that which was originally estimated using Shark's data would utilize I-680. I-680 is one of two travel corridors that serves the existing A's fan base in the East Bay, along with I-880.-The City has completed two independently derived trip distribution models to attempt to predict the travels patterns of existing and potential future A's fans following relocation of the A's to San Jose. Each is based on a logically sound set of assumptions and methodology, and produce essentially similar results for having been prepared independently of each other. In an abundance of caution, it was decided that the use of the original 2006 trip distribution would produce the most conservative estimate (in terms of the highest number of East Bay A's fans who would continue to attend A's games upon relocation to San Jose) of trip distribution for the proposed stadium, and therefore fully disclose the greatest potential impacts to I-880 and I-680 freeways. Figure 4 presents a comparison of the distribution utilized in the original 2006 traffic study and the supplemental trip distribution pattern estimated by the traffic forecasting model.

Project Traffic Volumes

The project trips generated by the proposed ballpark were assigned to the roadway system in accordance with the trip distribution patterns discussed above and the location and size of available parking facilities. Tables 6 and 7 present a breakdown of project trips by location and time period for a baseball game under the single- and simultaneous-event scenarios. Peak-hour traffic volumes for project conditions were produced by adding the stadium project trips to background condition traffic volumes to obtain background plus project traffic volumes for each of the stadium capacity alternatives and parking scenarios. Project generated trips as well as peak-hour intersection volumes at each of the study intersections are presented in tabular and graphical forms in Appendix B. The assignment of ballpark traffic for simultaneous events assumes that parking immediately surrounding the HP Pavilion will not be available to ballpark patrons. Therefore, the assignment of ballpark traffic differs for the single and simultaneous-event scenarios.

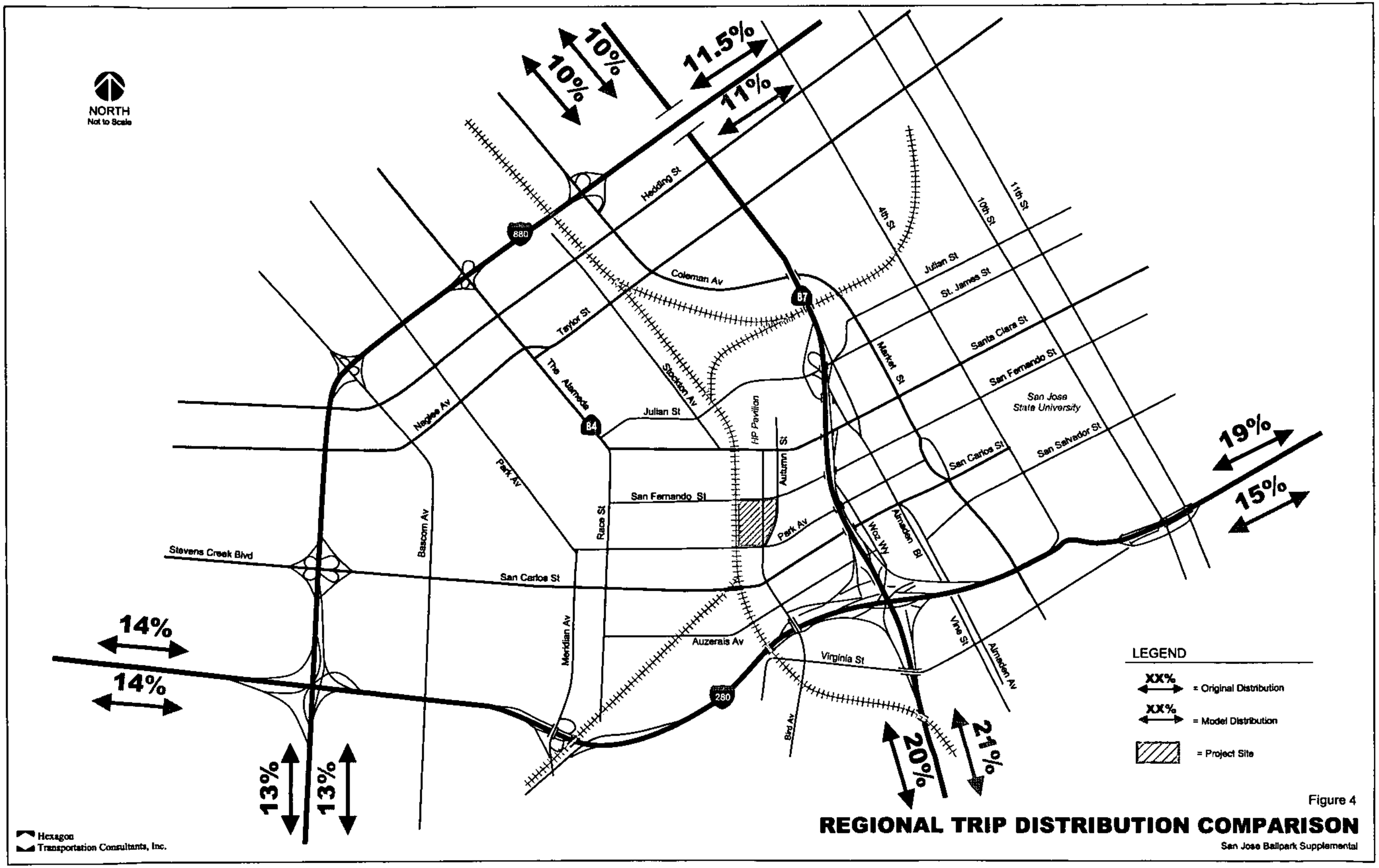


Figure 4

REGIONAL TRIP DISTRIBUTION COMPARISON

San Jose Ballpark Supplemental

Table 6
32,000-Seat Project Trip Generation Estimates by Locations

Destination/Time Period	With 1,200 Space Garage	Pre-game Vehicle Trips (No Hockey) In	Pre-game Vehicle Trips (No Hockey) Out		Pre-game Vehicle Trips (With Hockey) In	Pre-game Vehicle Trips (With Hockey) Out
On-Site Ballpark Parking	150 spaces			150 spaces		
prior to 5pm	100%	150	0	100%	150	0
5pm - 6pm	0%	0	0	0%	0	0
6pm-7pm	0%	0	0	0%	0	0
after 7pm	0%	0	0	0%	0	0
Ballpark Parking Garage	1,200 spaces			1,200 spaces		
prior to 5pm	7%	84	0	7%	84	0
5pm - 6pm	28%	336	0	28%	336	0
6pm-7pm	56%	672	0	56%	672	0
after 7pm	9%	108	0	9%	108	0
HP Pavilion Main Lot	1,447 spaces			0 spaces		
prior to 5pm	3%	43	0	3%	0	0
5pm - 6pm	29%	420	0	29%	0	0
6pm-7pm	59%	854	0	59%	0	0
after 7pm	9%	130	0	9%	0	0
Cahill Lots 1-4	581 spaces			0 spaces		
prior to 5pm	3%	17	0	3%	0	0
5pm - 6pm	29%	168	0	29%	0	0
6pm-7pm	59%	343	0	59%	0	0
after 7pm	9%	52	0	9%	0	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	338 spaces			0 spaces		
prior to 5pm	3%	10	0	3%	0	0
5pm - 6pm	29%	98	0	29%	0	0
6pm-7pm	59%	199	0	59%	0	0
after 7pm	9%	30	0	9%	0	0
SJ Water Company Lots	855 spaces			0 spaces		
prior to 5pm	3%	26	0	3%	0	0
5pm - 6pm	29%	248	0	29%	0	0
6pm-7pm	59%	504	0	59%	0	0
after 7pm	9%	77	0	9%	0	0
Akatiff & Milligan Lots	568 spaces			0 spaces		
prior to 5pm	3%	17	0	3%	0	0
5pm - 6pm	29%	165	0	29%	0	0
6pm-7pm	59%	335	0	59%	0	0
after 7pm	9%	51	0	9%	0	0
Downtown Parking e/o SR 87	7,311 spaces			11,100 spaces		
prior to 5pm	3%	219	0	3%	333	0
5pm - 6pm	29%	2,120	0	29%	3,219	0
6pm-7pm	59%	4,313	0	59%	6,549	0
after 7pm	9%	658	0	9%	999	0
Passenger Loading Zone	199 vehicles			199 vehicles		
prior to 5pm	1%	2	2	1%	2	2
5pm - 6pm	10%	20	20	10%	20	20
6pm-7pm	80%	159	159	80%	159	159
after 7pm	9%	18	18	9%	18	18
Total Trips by Time Period						
prior to 5pm	4%	569	2	4%	569	2
5pm - 6pm	28%	3,575	20	28%	3,575	20
6pm-7pm	58%	7,380	159	58%	7,380	159
after 7pm	9%	1,125	18	9%	1,125	18
Total	**100%**	**12,649**	**199**	**100%**	**12,649**	**199**

Table 6 (Continued)
32,000-Seat Project Trip Generation Estimates by Locations

Destination/Time Period	Elimination of 1,200 Space Garage					
		Pre-game Vehicle Trips (No Hockey)			Pre-game Vehicle Trips (With Hockey)	
		In	Out		In	Out
On-Site Ballpark Parking	150 spaces			150 spaces		
prior to 5pm	100%	150	0	100%	150	0
5pm - 6pm	0%	0	0	0%	0	0
6pm-7pm	0%	0	0	0%	0	0
after 7pm	0%	0	0	0%	0	0
Ballpark Parking Garage	0 spaces			0 spaces		
prior to 5pm	7%	0	0	7%	0	0
5pm - 6pm	28%	0	0	28%	0	0
6pm-7pm	56%	0	0	56%	0	0
after 7pm	9%	0	0	9%	0	0
HP Pavilion Main Lot	1,447 spaces			0 spaces		
prior to 5pm	3%	43	0	3%	0	0
5pm - 6pm	29%	420	0	29%	0	0
6pm-7pm	59%	854	0	59%	0	0
after 7pm	9%	130	0	9%	0	0
Cahill Lots 1-4	581 spaces			0 spaces		
prior to 5pm	3%	17	0	3%	0	0
5pm - 6pm	29%	168	0	29%	0	0
6pm-7pm	59%	343	0	59%	0	0
after 7pm	9%	52	0	9%	0	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	338 spaces			0 spaces		
prior to 5pm	3%	10	0	3%	0	0
5pm - 6pm	29%	98	0	29%	0	0
6pm-7pm	59%	199	0	59%	0	0
after 7pm	9%	30	0	9%	0	0
SJ Water Company Lots	855 spaces			0 spaces		
prior to 5pm	3%	26	0	3%	0	0
5pm - 6pm	29%	248	0	29%	0	0
6pm-7pm	59%	504	0	59%	0	0
after 7pm	9%	77	0	9%	0	0
Akatiff & Milligan Lots	568 spaces			0 spaces		
prior to 5pm	3%	17	0	3%	0	0
5pm - 6pm	29%	165	0	29%	0	0
6pm-7pm	59%	335	0	59%	0	0
after 7pm	9%	51	0	9%	0	0
Downtown Parking e/o SR 87	8,511 spaces			12,300 spaces		
prior to 5pm	3%	255	0	3%	369	0
5pm - 6pm	29%	2,468	0	29%	3,567	0
6pm-7pm	59%	5,021	0	59%	7,257	0
after 7pm	9%	766	0	9%	1,107	0
Passenger Loading Zone	199 vehicles			199 vehicles		
prior to 5pm	1%	2	2	1%	2	2
5pm - 6pm	10%	20	20	10%	20	20
6pm-7pm	80%	159	159	80%	159	159
after 7pm	9%	18	18	9%	18	18
Total Trips by Time Period						
prior to 5pm	4%	521	2	4%	521	2
5pm - 6pm	28%	3,587	20	28%	3,587	20
6pm-7pm	59%	7,416	159	59%	7,416	159
after 7pm	9%	1,125	18	9%	1,125	18
Total	**100%**	**12,649**	**199**	**100%**	**12,649**	**199**

Table 6 (Continued)
32,000-Seat Project Trip Generation Estimates by Locations

Destination/Time Period	Addition of 1,300 Spaces to HP Pavilion					
		Pre-game Vehicle Trips (No Hockey)			Pre-game Vehicle Trips (With Hockey)	
		In	Out		In	Out
On-Site Ballpark Parking	150 spaces			150 spaces		
prior to 5pm	100%	150	0	100%	150	0
5pm - 6pm	0%	0	0	0%	0	0
6pm-7pm	0%	0	0	0%	0	0
after 7pm	0%	0	0	0%	0	0
Ballpark Parking Garage	0 spaces			0 spaces		
prior to 5pm	7%	0	0	7%	0	0
5pm - 6pm	28%	0	0	28%	0	0
6pm-7pm	56%	0	0	56%	0	0
after 7pm	9%	0	0	9%	0	0
HP Pavilion Main Lot	2,747 spaces			1,374 spaces		
prior to 5pm	3%	82	0	3%	41	0
5pm - 6pm	29%	797	0	29%	398	0
6pm-7pm	59%	1,621	0	59%	811	0
after 7pm	9%	247	0	9%	124	0
Cahill Lots 1-4	581 spaces			0 spaces		
prior to 5pm	3%	17	0	3%	0	0
5pm - 6pm	29%	168	0	29%	0	0
6pm-7pm	59%	343	0	59%	0	0
after 7pm	9%	52	0	9%	0	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	338 spaces			0 spaces		
prior to 5pm	3%	10	0	3%	0	0
5pm - 6pm	29%	98	0	29%	0	0
6pm-7pm	59%	199	0	59%	0	0
after 7pm	9%	30	0	9%	0	0
SJ Water Company Lots	855 spaces			0 spaces		
prior to 5pm	3%	26	0	3%	0	0
5pm - 6pm	29%	248	0	29%	0	0
6pm-7pm	59%	504	0	59%	0	0
after 7pm	9%	77	0	9%	0	0
Akatiff & Milligan Lots	568 spaces			0 spaces		
prior to 5pm	3%	17	0	3%	0	0
5pm - 6pm	29%	165	0	29%	0	0
6pm-7pm	59%	335	0	59%	0	0
after 7pm	9%	51	0	9%	0	0
Downtown Parking e/o SR 87	7,211 spaces			10,926 spaces		
prior to 5pm	3%	216	0	3%	328	0
5pm - 6pm	29%	2,091	0	29%	3,169	0
6pm-7pm	59%	4,254	0	59%	6,446	0
after 7pm	9%	649	0	9%	983	0
Passenger Loading Zone	199 vehicles			199 vehicles		
prior to 5pm	1%	2	2	1%	2	2
5pm - 6pm	10%	20	20	10%	20	20
6pm-7pm	80%	159	159	80%	159	159
after 7pm	9%	18	18	9%	18	18
Total Trips by Time Period						
prior to 5pm	4%	521	2	4%	521	2
5pm - 6pm	28%	3,587	20	28%	3,587	20
6pm-7pm	59%	7,416	159	59%	7,416	159
after 7pm	9%	1,125	18	9%	1,125	18
Total	**100%**	**12,649**	**199**	**100%**	**12,649**	**199**

Table 7
36,000-Seat Project Trip Generation Estimates by Locations

Destination/Time Period	With 1,200 Space Garage					
		Pre-game Vehicle Trips (No Hockey)			Pre-game Vehicle Trips (With Hockey)	
		In	Out		In	Out
On-Site Ballpark Parking	150 spaces			150 spaces		
prior to 5pm	100%	150	0	100%	150	0
5pm - 6pm	0%	0	0	0%	0	0
6pm-7pm	0%	0	0	0%	0	0
after 7pm	0%	0	0	0%	0	0
Ballpark Parking Garage	1,200 spaces			1,200 spaces		
prior to 5pm	7%	84	0	7%	84	0
5pm - 6pm	28%	336	0	28%	336	0
6pm-7pm	56%	672	0	56%	672	0
after 7pm	9%	108	0	9%	108	0
HP Pavilion Main Lot	1,447 spaces			0 spaces		
prior to 5pm	3%	43	0	3%	0	0
5pm - 6pm	29%	420	0	29%	0	0
6pm-7pm	59%	854	0	59%	0	0
after 7pm	9%	130	0	9%	0	0
Cahill Lots 1-4	581 spaces			0 spaces		
prior to 5pm	3%	17	0	3%	0	0
5pm - 6pm	29%	168	0	29%	0	0
6pm-7pm	59%	343	0	59%	0	0
after 7pm	9%	52	0	9%	0	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	338 spaces			0 spaces		
prior to 5pm	3%	10	0	3%	0	0
5pm - 6pm	29%	98	0	29%	0	0
6pm-7pm	59%	199	0	59%	0	0
after 7pm	9%	30	0	9%	0	0
SJ Water Company Lots	855 spaces			0 spaces		
prior to 5pm	3%	26	0	3%	0	0
5pm - 6pm	29%	248	0	29%	0	0
6pm-7pm	59%	504	0	59%	0	0
after 7pm	9%	77	0	9%	0	0
Akatiff & Milligan Lots	568 spaces			0 spaces		
prior to 5pm	3%	17	0	3%	0	0
5pm - 6pm	29%	165	0	29%	0	0
6pm-7pm	59%	335	0	59%	0	0
after 7pm	9%	51	0	9%	0	0
Downtown Parking e/o SR 87	8,790 spaces			12,579 spaces		
prior to 5pm	3%	264	0	3%	377	0
5pm - 6pm	29%	2,549	0	29%	3,648	0
6pm-7pm	59%	5,186	0	59%	7,422	0
after 7pm	9%	791	0	9%	1,132	0
Passenger Loading Zone	222 vehicles			222 vehicles		
prior to 5pm	1%	2	2	1%	2	2
5pm - 6pm	10%	22	22	10%	22	22
6pm-7pm	80%	178	178	80%	178	178
after 7pm	9%	20	20	9%	20	20
Total Trips by Time Period						
prior to 5pm	4%	614	2	4%	614	2
5pm - 6pm	28%	4,006	22	28%	4,006	22
6pm-7pm	58%	8,271	178	58%	8,271	178
after 7pm	9%	1,260	20	9%	1,260	20
Total	**100%**	**14,151**	**222**	**100%**	**14,151**	**222**

Table 7 (Continued)
36,000-Seat Project Trip Generation Estimates by Locations

Destination/Time Period	Elimination of 1,200 Space Garage					
		Pre-game Vehicle Trips (No Hockey)			Pre-game Vehicle Trips (With Hockey)	
		In	Out		In	Out
On-Site Ballpark Parking	150 spaces			150 spaces		
prior to 5pm	100%	150	0	100%	150	0
5pm - 6pm	0%	0	0	0%	0	0
6pm-7pm	0%	0	0	0%	0	0
after 7pm	0%	0	0	0%	0	0
Ballpark Parking Garage	0 spaces			0 spaces		
prior to 5pm	7%	0	0	7%	0	0
5pm - 6pm	28%	0	0	28%	0	0
6pm-7pm	56%	0	0	56%	0	0
after 7pm	9%	0	0	9%	0	0
HP Pavilion Main Lot	1,447 spaces			0 spaces		
prior to 5pm	3%	43	0	3%	0	0
5pm - 6pm	29%	420	0	29%	0	0
6pm-7pm	59%	854	0	59%	0	0
after 7pm	9%	130	0	9%	0	0
Cahill Lots 1-4	581 spaces			0 spaces		
prior to 5pm	3%	17	0	3%	0	0
5pm - 6pm	29%	168	0	29%	0	0
6pm-7pm	59%	343	0	59%	0	0
after 7pm	9%	52	0	9%	0	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	338 spaces			0 spaces		
prior to 5pm	3%	10	0	3%	0	0
5pm - 6pm	29%	98	0	29%	0	0
6pm-7pm	59%	199	0	59%	0	0
after 7pm	9%	30	0	9%	0	0
SJ Water Company Lots	855 spaces			0 spaces		
prior to 5pm	3%	26	0	3%	0	0
5pm - 6pm	29%	248	0	29%	0	0
6pm-7pm	59%	504	0	59%	0	0
after 7pm	9%	77	0	9%	0	0
Akatiff & Milligan Lots	568 spaces			0 spaces		
prior to 5pm	3%	17	0	3%	0	0
5pm - 6pm	29%	165	0	29%	0	0
6pm-7pm	59%	335	0	59%	0	0
after 7pm	9%	51	0	9%	0	0
Downtown Parking e/o SR 87	9,990 spaces			13,779 spaces		
prior to 5pm	3%	300	0	3%	413	0
5pm - 6pm	29%	2,897	0	29%	3,996	0
6pm-7pm	59%	5,894	0	59%	8,130	0
after 7pm	9%	899	0	9%	1,240	0
Passenger Loading Zone	222 vehicles			222 vehicles		
prior to 5pm	1%	2	2	1%	2	2
5pm - 6pm	10%	22	22	10%	22	22
6pm-7pm	80%	178	178	80%	178	178
after 7pm	9%	20	20	9%	20	20
Total Trips by Time Period						
prior to 5pm	4%	566	2	4%	566	2
5pm - 6pm	28%	4,018	22	28%	4,018	22
6pm-7pm	59%	8,307	178	59%	8,307	178
after 7pm	9%	1,260	20	9%	1,260	20
Total	**100%**	**14,151**	**222**	**100%**	**14,151**	**222**

Table 7 (Continued)
36,000-Seat Project Trip Generation Estimates by Locations

Destination/Time Period	Addition of 1,300 Spaces to HP Pavilion					
		Pre-game Vehicle Trips (No Hockey)			Pre-game Vehicle Trips (With Hockey)	
		In	Out		In	Out
On-Site Ballpark Parking	150 spaces			150 spaces		
prior to 5pm	100%	150	0	100%	150	0
5pm - 6pm	0%	0	0	0%	0	0
6pm-7pm	0%	0	0	0%	0	0
after 7pm	0%	0	0	0%	0	0
Ballpark Parking Garage	0 spaces			0 spaces		
prior to 5pm	7%	0	0	7%	0	0
5pm - 6pm	28%	0	0	28%	0	0
6pm-7pm	56%	0	0	56%	0	0
after 7pm	9%	0	0	9%	0	0
HP Pavilion Main Lot	2,747 spaces			1,374 spaces		
prior to 5pm	3%	82	0	3%	41	0
5pm - 6pm	29%	797	0	29%	398	0
6pm-7pm	59%	1,621	0	59%	811	0
after 7pm	9%	247	0	9%	124	0
Cahill Lots 1-4	581 spaces			0 spaces		
prior to 5pm	3%	17	0	3%	0	0
5pm - 6pm	29%	168	0	29%	0	0
6pm-7pm	59%	343	0	59%	0	0
after 7pm	9%	52	0	9%	0	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	338 spaces			0 spaces		
prior to 5pm	3%	10	0	3%	0	0
5pm - 6pm	29%	98	0	29%	0	0
6pm-7pm	59%	199	0	59%	0	0
after 7pm	9%	30	0	9%	0	0
SJ Water Company Lots	855 spaces			0 spaces		
prior to 5pm	3%	26	0	3%	0	0
5pm - 6pm	29%	248	0	29%	0	0
6pm-7pm	59%	504	0	59%	0	0
after 7pm	9%	77	0	9%	0	0
Akatiff & Milligan Lots	568 spaces			0 spaces		
prior to 5pm	3%	17	0	3%	0	0
5pm - 6pm	29%	165	0	29%	0	0
6pm-7pm	59%	335	0	59%	0	0
after 7pm	9%	51	0	9%	0	0
Downtown Parking e/o SR 87	8,690 spaces			12,405 spaces		
prior to 5pm	3%	261	0	3%	372	0
5pm - 6pm	29%	2,520	0	29%	3,597	0
6pm-7pm	59%	5,127	0	59%	7,319	0
after 7pm	9%	782	0	9%	1,116	0
Passenger Loading Zone	222 vehicles			222 vehicles		
prior to 5pm	1%	2	2	1%	2	2
5pm - 6pm	10%	22	22	10%	22	22
6pm-7pm	80%	178	178	80%	178	178
after 7pm	9%	20	20	9%	20	20
Total Trips by Time Period						
prior to 5pm	4%	566	2	4%	566	2
5pm - 6pm	28%	4,018	22	28%	4,018	22
6pm-7pm	59%	8,307	178	59%	8,307	178
after 7pm	9%	1,260	20	9%	1,260	20
Total	**100%**	**14,151**	**222**	**100%**	**14,151**	**222**

Project Intersection Level of Service Analysis

This section discusses the project conditions analysis and any impacts associated with the proposed stadium development. Included are descriptions of project impacts to intersections and freeway segments. The impacts that would result from each of the stadium capacity alternatives and potential parking scenarios are discussed below and compared to those of the original traffic study completed in 2006.

Single-Event 5-6PM Project Intersection Analysis

The level of service results under project conditions for the single-event 5-6PM study period and each of the three parking scenarios show that, according to the City of San Jose's and CMP level of service standards for signalized intersections, neither of the project alternatives would have a significant impact on any of the selected study intersections. The original analysis indicated the project would have impacts to the signalized study intersections of Delmas/Park and Delmas/San Fernando. Signal timing and lane configuration adjustments have been made to each of the previously impacted intersections, thus improving background and project operation levels. Tables 8 and 9 present the single-event 5-6PM levels of service summary for the 32,000 and 36,000-seat alternatives, respectively, for each of the three parking scenarios.

Single-Event and Simultaneous-Event 6-7PM Project Intersection Analyses

Under existing, background, and project 5-6PM conditions, the study intersections are subject to few activations of the pedestrian signals. Therefore, the minimum green times used in the intersection level of service analysis were set according to the vehicular minimum green times outlined in the CMP guidelines. However, under 6-7PM project conditions, certain study intersections on Park Avenue and San Fernando Street would serve heavy pedestrian volumes during the pre- and post-game hours. At these intersections the minimum green time was based on the minimum phase time for pedestrians, which is the sum of the Walk and Flashing Don't Walk (FDW) intervals. In order to serve the projected pedestrian volumes, it would be necessary to extend the Walk interval beyond its current duration at several locations. The required length of the Walk interval was calculated based on the existing crosswalk widths and the projected pedestrian volumes. At the study intersections on Autumn Street adjacent to the baseball stadium, it would not be possible to serve the projected pedestrian flows within the existing crosswalks during the concurrent vehicle phase. At these locations a pedestrian "scramble" phase could be necessary. A scramble phase is an exclusive pedestrian phase when the signal is red for all vehicles and pedestrians may cross the streets parallel or diagonal. The use of an all-pedestrian phase was reflected in the intersection level of service calculations by increasing the lost time.

Tables 10 through 13 present the single-event and simultaneous events intersection levels of service summary for the 32,000 and 36,000-seat alternatives, for each of the three parking scenarios. The results show that three intersections would operate worse than LOS D under the single-event scenario and four intersections would operate worse than LOS D under the simultaneous-event scenario for both the 32,000 and 36,000-seat alternatives and each of the three parking scenarios. The three intersections projected to operate worse than LOS D in the single-event scenario are also projected to operate worse than LOS D under the simultaneous-event scenario. The following four intersections would operate worse than LOS D. Potential improvements to maintain LOS D are described below. The original analysis indicated that the same four intersections would operate worse than LOS D under the single- and simultaneous-event scenarios. The improvements described below are those proposed as part of the original traffic analysis.

Table 8
32,000-Seat Single-Event 5-6PM Levels of Service Summary

				Project Conditions											
		Background		With 1,200-Space Garage				Elimination of 1,200-Space Garage				Addition of 1,300 Spaces to HP Lot			
Study Number	Intersection	Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	NB SR 87 Ramps and W. Julian St.*	43.5	D	46.0	D	2.5	0.039	46.2	D	2.6	0.041	46.1	D	2.6	0.041
2	SB SR 87 Ramps and W. Julian St.*	18.4	B	20.1	C	2.6	0.054	19.7	B	2.2	0.055	20.3	C	2.9	0.058
3	NB SR 87 Ramp and Santa Clara St.*	16.8	B	18.3	B	1.4	0.174	18.5	B	1.6	0.202	18.5	B	1.4	0.172
4	NB I 280 Ramps and Bird Ave.*	41.1	D	39.8	D	1.6	0.005	40.2	D	1.3	0.004	39.9	D	1.3	0.004
5	SB I 280 Ramps and Bird Ave.*	41.0	D	31.3	C	-25.0	-0.202	31.3	C	-24.5	-0.196	31.2	C	-25.0	-0.203
6	S. Autumn St. and Santa Clara St.*	32.1	C	33.1	C	1.9	0.045	31.9	C	-0.2	-0.036	32.0	C	-3.1	0.055
7	Bird Ave and W. San Carlos St.*	41.0	D	39.9	D	-2.6	-0.039	39.9	D	-2.3	-0.035	39.9	D	-2.6	-0.039
8	SR 87 and Woz Way	10.9	B	11.2	B	0.1	0.062	11.2	B	0.0	0.072	11.2	B	0.1	0.061
9	S. Autumn St. and W. San Fernando St.	11.4	B	19.0	B	6.4	0.224	18.7	B	6.4	0.224	19.0	B	6.4	0.224
10	Bird Ave. and Auzerais Ave.	32.1	C	31.1	C	0.0	0.002	31.3	C	0.0	0.002	31.2	C	0.0	0.002
11	Delmas Ave. and Auzerais Ave.	17.0	B	16.9	B	0.0	0.001	16.9	B	0.0	0.001	16.9	B	0.0	0.001
12	Woz Way and Auzerais Ave.	27.1	C	23.8	C	0.0	0.000	23.4	C	0.0	0.000	23.8	C	0.0	0.000
13	Delmas Ave. and Park Ave.	29.2	C	30.2	C	2.0	0.035	30.2	C	2.1	0.035	30.0	C	1.8	0.031
14	Delmas Ave. and W. San Carlos St.	25.5	C	26.0	C	0.8	0.031	26.1	C	0.9	0.036	26.0	C	0.8	0.030
15	S. Autumn St. and Park Ave.	35.4	D	34.9	C	0.4	0.014	35.1	D	0.5	0.016	35.0	C	0.4	0.014
16	Woz Way and Park Ave.	23.2	C	23.2	C	0.0	0.001	23.2	C	-0.3	-0.004	23.2	C	0.0	0.001
17	Woz Way and W. San Carlos St.	26.8	C	27.5	C	2.1	0.091	27.8	C	2.4	0.105	27.5	C	2.1	0.090
18	Delmas Ave. and W. San Fernando St.	34.3	C	44.9	D	10.3	0.054	44.0	D	11.9	0.061	43.0	D	10.1	0.053
19	Montgomery St. and Santa Clara St. *	21.2	C	18.0	B	-15.9	0.033	18.1	B	-15.9	0.033	19.0	B	-13.8	0.137
20	Montgomery St. and San Fernando St.	13.2	B	11.9	B	-2.4	-0.197	11.9	B	-2.4	-0.197	11.9	B	-2.4	-0.197
21	San Carlos St. and Lincoln Ave.	41.9	D	41.4	D	-0.1	0.038	41.4	D	-0.1	0.038	41.4	D	-0.1	0.038
22	San Carlos St. and Meridian Ave.	45.5	D	46.0	D	0.4	0.040	46.0	D	0.4	0.040	46.0	D	0.4	0.040
23	The Alameda and Taylor St./ Naglee Ave. *	44.1	D	44.7	D	0.5	0.032	44.8	D	0.5	0.032	44.8	D	0.5	0.032
24	The Alameda and Hedding St. *	32.5	C	32.7	C	-0.3	0.020	32.7	C	-0.3	0.021	32.7	C	-0.3	0.021

* Denotes CMP Intersection

Table 9
36,000-Seat Single-Event 5-6PM Levels of Service Summary

				Project Conditions											
		Background		With 1,200-Space Garage				Elimination of 1,200-Space Garage				Addition of 1,300 Spaces to HP Lot			
Study Number	Intersection	Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	NB SR 87 Ramps and W. Julian St.*	43.5	D	46.2	D	2.7	0.043	46.4	D	2.8	0.045	46.3	D	2.8	0.044
2	SB SR 87 Ramps and W. Julian St.*	18.4	B	20.2	C	2.7	0.057	19.7	B	2.3	0.059	20.3	C	2.9	0.061
3	NB SR 87 Ramp and Santa Clara St.*	16.8	B	18.5	B	1.6	0.209	18.8	B	1.9	0.238	18.6	B	1.6	0.207
4	NB I 280 Ramps and Bird Ave.*	41.1	D	39.8	D	1.6	0.005	40.2	D	1.3	0.004	39.9	D	1.3	0.004
5	SB I 280 Ramps and Bird Ave.*	41.0	D	31.4	C	-24.3	-0.194	31.4	C	-23.8	-0.187	31.4	C	-24.4	-0.194
6	S. Autumn St. and Santa Clara St.*	32.1	C	32.8	C	0.7	0.011	32.0	C	0.0	-0.029	32.1	C	-3.0	0.057
7	Bird Ave and W. San Carlos St.*	41.0	D	40.0	D	-2.3	-0.033	40.0	D	-2.1	-0.029	40.0	D	-2.3	-0.034
8	SR 87 and Woz Way	10.9	B	11.2	B	0.0	0.075	11.2	B	-0.1	0.085	11.2	B	0.0	0.074
9	S. Autumn St. and W. San Fernando St.	11.4	B	19.1	B	6.4	0.224	18.7	B	6.4	0.224	19.1	B	6.4	0.224
10	Bird Ave. and Auzerais Ave.	32.1	C	31.1	C	0.0	0.002	31.3	C	0.0	0.002	31.1	C	0.0	0.002
11	Delmas Ave. and Auzerais Ave.	17.0	B	16.9	B	0.0	0.001	16.9	B	0.0	0.001	16.9	B	0.0	0.001
12	Woz Way and Auzerais Ave.	27.1	C	23.3	C	0.0	0.000	22.9	C	0.0	0.000	23.3	C	0.0	0.000
13	Delmas Ave. and Park Ave.	29.2	C	30.3	C	2.3	0.040	30.4	C	2.4	0.041	30.2	C	2.1	0.036
14	Delmas Ave. and W. San Carlos St.	25.5	C	26.1	C	0.9	0.037	26.2	C	1.0	0.042	26.1	C	0.9	0.037
15	S. Autumn St. and Park Ave.	35.4	D	35.0	D	0.6	0.017	35.2	D	0.6	0.019	35.0	D	0.5	0.017
16	Woz Way and Park Ave.	23.2	C	23.1	C	-0.3	-0.002	22.9	C	-0.4	0.008	23.1	C	-0.3	-0.003
17	Woz Way and W. San Carlos St.	26.8	C	27.8	C	2.5	0.109	28.0	C	2.8	0.122	27.8	C	2.5	0.107
18	Delmas Ave. and W. San Fernando St.	34.3	C	45.8	D	12.5	0.063	45.5	D	14.5	0.071	44.3	D	12.4	0.063
19	Montgomery St. and Santa Clara St. *	21.2	C	18.1	B	-15.9	0.033	18.1	B	-15.9	0.033	19.0	B	-13.8	0.137
20	Montgomery St. and San Fernando St.	13.2	B	11.9	B	-2.4	-0.197	11.9	B	-2.4	-0.197	11.9	B	-2.4	-0.197
21	San Carlos St. and Lincoln Ave.	41.9	D	41.4	D	0.1	0.044	41.4	D	0.1	0.044	41.4	D	0.1	0.044
22	San Carlos St. and Meridian Ave.	45.5	D	46.0	D	0.5	0.045	46.0	D	0.5	0.045	46.0	D	0.5	0.045
23	The Alameda and Taylor St./ Naglee Ave. *	44.1	D	44.9	D	0.5	0.036	44.9	D	0.6	0.036	44.9	D	0.6	0.036
24	The Alameda and Hedding St. *	32.5	C	32.7	C	-0.3	0.023	32.7	C	-0.3	0.023	32.7	C	-0.3	0.023

* Denotes CMP Intersection

Table 10
32,000-Seat Single-Event 6-7PM Levels of Service Summary

Study Number	Intersection	Background Ave. Delay	Background LOS	Project Conditions: With 1,200-Space Garage Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	With Impr Ave. Delay	LOS	Elimination of 1,200-Space Garage Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	With Impr Ave. Delay	LOS	Addition of 1,300 Spaces to HP Lot Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	With Impr Ave. Delay	LOS
1	NB SR 87 Ramps and W Julian St.*	40 8	D	44.3	D	3.0	0.080			44.4	D	3 0	0.085			44 4	D	3.1	0.084		
2	SB SR 87 Ramps and W. Julian St.*	17.9	B	19.0	B	3.0	0.232			18.1	B	2.5	0.211			19.3	B	3.2	0.245		
3	NB SR 87 Ramp and Santa Clara St.*	16.3	B	16.6	B	0.4	0.357			17.0	B	1.0	0.414			17.4	B	1.9	0.379		
4	NB I 280 Ramps and Bird Ave.*	26.8	C	24.9	C	1.3	0.027			25.2	C	1.2	0.026			24.9	C	1.2	0.026		
5	SB I 280 Ramps and Bird Ave.*	32.4	C	31.9	C	-2.5	-0.097			31.5	C	-1.7	-0.082			31.6	C	-2.5	-0.098		
6	S. Autumn St. and Santa Clara St.*	29.4	C	34.6	C	7.0	0.295			31.1	C	-3.8	0.146			35.6	D	6.7	0.412		
7	Bird Ave and W. San Carlos St.*	37.4	D	37.2	D	-0.5	0.014			37 2	D	-0.2	0.022			37.2	D	-0.5	0.013		
8	SR 87 and Woz Way	10.6	B	9.8	A	-2.0	0.126			9.6	A	-2.2	0.147			9.8	A	-1.9	0.124		
9	S. Autumn St. and W San Fernando St.	11.0	B	**160.0**	**F**	**216.7**	**1.088**	35.9	D	**135.2**	**F**	**176.1**	**0.986**	35.5	D	**150.7**	**F**	**198.5**	**1.044**	35.8	D
10	Bird Ave. and Auzerais Ave.	29.4	C	27.3	C	-0.4	0.014			27.6	C	-0.4	0.014			27.4	C	-0.4	0.014		
11	Delmas Ave. and Auzerais Ave.	17.1	B	16.9	B	-0.2	0 006			16.9	B	-0.2	0.006			16.9	B	-0 2	0.006		
12	Woz Way and Auzerais Ave.	25.3	C	18.6	B	0.0	0.000			18.0	B	0.0	0.000			18.7	B	0.0	0.000		
13	Delmas Ave. and Park Ave.	25.8	C	**165.6**	**F**	**95.2**	**-0.033**	41.4	D	**184.2**	**F**	**161.0**	**-0.018**	41.6	D	**157.4**	**F**	**121.4**	**-0.039**	41.2	D
14	Delmas Ave. and W. San Carlos St.	23.4	C	23.4	C	0.2	0.068			23.4	C	0.2	0.078			23.5	C	0.2	0.067		
15	S. Autumn St. and Park Ave.	34.6	C	**178.6**	**F**	**252.0**	**0.773**	31.3	C	**143.8**	**F**	**177.5**	**0.658**	32.7	C	**168.2**	**F**	**230.7**	**0.737**	31.6	C
16	Woz Way and Park Ave.	23.1	C	20.3	C	-1.1	0.103			20.1	C	-1.5	0.123			20.4	C	-1.0	0.102		
17	Woz Way and W. San Carlos St.	25.5	C	26.6	C	2.1	0.180			26.8	C	2.5	0.209			26.5	C	2.1	0.177		
18	Delmas Ave. and W. San Fernando St.	21.0	C	45.8	D	40.5	0.212			46.8	D	40.2	0.228			46.9	D	40.5	0.211		
19	Montgomery St. and Santa Clara St. *	21.1	C	23.0	C	-13.7	0.169			23.1	C	-13.7	0.169			27.6	C	-5.1	0.381		
20	Montgomery St. and San Fernando St.	13.1	B	10.6	B	-3.0	-0.140			10.6	B	-3.0	-0.140			10.6	B	-3.0	-0.140		
21	San Carlos St. and Lincoln Ave.	38.2	D	36.8	D	-0 6	0 095			36 8	D	-0.6	0.095			36.8	D	-0 6	0.095		
22	San Carlos St. and Meridian Ave.	42.0	D	42.5	D	0.4	0.086			42.5	D	0.4	0.086			42.5	D	0.4	0.086		
23	The Alameda and Taylor St./ Naglee Ave. *	37.8	D	38.3	D	1.1	0 100			38.3	D	1.1	0.101			38.3	D	1.1	0.101		
24	The Alameda and Hedding St. *	28.3	C	29.9	C	2.7	0.083			29.9	C	2.7	0.083			29.9	C	2.7	0.083		

* Denotes CMP Intersection
Box and bold indicates deficient intersection operations

Table 11
36,000-Seat Single-Event 6-7PM Levels of Service Summary

				Project Conditions																			
		Background		With 1,200-Space Garage				With Impr		Elimination of 1,200-Space Garage				With Impr		Addition of 1,300 Spaces to HP Lot				With Impr	
Study Number	Intersection	Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Ave. Delay	LOS
1	NB SR 87 Ramps and W. Julian St.*	40.8	D	44.4	D	3.1	0.088			44.5	D	3.1	0.093			44.5	D	3.1	0.092		
2	SB SR 87 Ramps and W. Julian St.*	17.9	B	18.8	B	3.2	0.252			18.0	B	2.6	0.232			19.1	B	3.5	0.265		
3	NB SR 87 Ramp and Santa Clara St.*	16.3	B	17.0	B	1.3	0.428			17.9	B	2.4	0.486			17.8	B	2.3	0.439		
4	NB I 280 Ramps and Bird Ave.*	26.8	C	24.8	C	1.4	0.031			25.2	C	1.3	0.029			24.9	C	1.3	0.029		
5	SB I 280 Ramps and Bird Ave.*	32.4	C	32.3	C	-1.5	-0.078			31.8	C	-0.7	-0.064			31.9	C	-1.6	-0.079		
6	S. Autumn St. and Santa Clara St.*	29.4	C	35.0	C	7.8	0.313			31.4	C	-3.3	0.156			36.0	D	7.3	0.417		
7	Bird Ave and W. San Carlos St.*	37.4	D	37.4	D	-0.2	0.026			37.4	D	0.0	0.034			37.3	D	-0.2	0.025		
8	SR 87 and Woz Way	10.6	B	9.6	A	-2.3	0.152			9.4	A	-2.6	0.172			9.6	A	-2.3	0.150		
9	S. Autumn St. and W. San Fernando St.	11.0	B	**174.7**	**F**	**240.1**	**1.142**	36.3	D	**148.3**	**F**	**198.0**	**1.038**	35.8	D	**165.0**	**F**	**221.4**	**1.097**	36.1	D
10	Bird Ave. and Auzerais Ave.	29.4	C	27.2	C	-0.4	0.016			27.6	C	-0.4	0.016			27.3	C	-0.4	0.016		
11	Delmas Ave. and Auzerais Ave.	17.1	B	16.9	B	-0.3	0.006			16.9	B	-0.3	0.006			16.9	B	-0.3	0.006		
12	Woz Way and Auzerais Ave.	25.3	C	17.9	B	0.0	0.000			16.8	B	-22.7	0.028			17.9	B	0.0	0.000		
13	Delmas Ave. and Park Ave.	25.8	C	**195.8**	**F**	**169.4**	**-0.013**	41.8	D	**217.2**	**F**	**209.2**	**0.006**	42.1	D	**187.9**	**F**	**166.5**	**-0.014**	41.7	D
14	Delmas Ave. and W. San Carlos St.	23.4	C	23.4	C	0.2	0.081			23.4	C	0.1	0.092			23.4	C	0.2	0.081		
15	S. Autumn St. and Park Ave.	34.6	C	**179.6**	**F**	**252.1**	**0.788**	31.6	C	**145.3**	**F**	**178.5**	**0.673**	32.9	C	**169.3**	**F**	**230.9**	**0.752**	31.9	C
16	Woz Way and Park Ave.	23.1	C	20.1	C	-1.6	0.128			20.0	C	-1.6	0.159			20.1	C	-1.5	0.126		
17	Woz Way and W. San Carlos St.	25.5	C	26.9	C	2.6	0.215			27.2	C	3.1	0.245			26.8	C	2.6	0.213		
18	Delmas Ave. and W. San Fernando St.	21.0	C	45.7	D	40.0	0.234			46.7	D	39.8	0.249			46.7	D	40.1	0.232		
19	Montgomery St. and Santa Clara St.*	21.1	C	23.0	C	-13.7	0.170			23.2	C	-13.7	0.170			27.6	C	-5.0	0.382		
20	Montgomery St. and San Fernando St.	13.1	B	10.6	B	-3.0	-0.140			10.6	B	-3.0	-0.140			10.6	B	-3.0	-0.140		
21	San Carlos St. and Lincoln Ave.	38.2	D	36.8	D	-0.5	0.108			36.7	D	-0.5	0.109			36.7	D	-0.5	0.109		
22	San Carlos St. and Meridian Ave.	42.0	D	42.6	D	0.6	0.096			42.6	D	0.6	0.097			42.6	D	0.6	0.097		
23	The Alameda and Taylor St./ Naglee Ave.*	37.8	D	38.4	D	1.3	0.112			38.4	D	1.4	0.113			38.4	D	1.4	0.113		
24	The Alameda and Hedding St.*	28.3	C	30.0	C	2.9	0.091			30.0	C	3.0	0.093			30.0	C	3.0	0.093		

* Denotes CMP Intersection
Box and bold indicates deficient intersection operations

Table 12
32,000-Seat Simultaneous-Event 6-7PM Levels of Service Summary

				Project Conditions																			
		Background		With 1,200-Space Garage				With Impr		Elimination of 1,200-Space Garage				With Impr		Addition of 1,300 Spaces to HP Lot				With Impr	
Study Number	Intersection	Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Ave. Delay	LOS
1	NB SR 87 Ramps and W Julian St.*	44.0	D	47.9	D	2.3	0.246			48.6	D	2.7	0.273			46.7	D	1.2	0.200		
2	SB SR 87 Ramps and W. Julian St.*	18.9	B	18.6	B	0.4	0.159			18.3	B	1.0	0.167			18.8	B	1.0	0.175		
3	NB SR 87 Ramp and Santa Clara St.*	16.8	B	19.6	B	5.0	0.270			20.6	C	6.5	0.310			19.9	B	4.8	0.264		
4	NB I 280 Ramps and Bird Ave.*	28.9	C	28.2	C	0.4	0.028			28.2	C	0.4	0.027			28.1	C	0.4	0.027		
5	SB I 280 Ramps and Bird Ave.*	36.8	D	34.9	C	-3.5	-0.039			34.0	C	-2.7	-0.048			34.3	C	-4.5	-0.057		
6	S. Autumn St. and Santa Clara St.*	36.3	D	37.8	D	3.0	0.064			34.8	C	-0.6	-0.046			37.0	D	-2.5	0.037		
7	Bird Ave and W. San Carlos St.*	37.0	D	37.1	D	1.8	0.127			37.5	D	2.0	0.104			37.2	D	1.8	0.115		
8	SR 87 and Woz Way	10.2	B	8.0	A	-3.3	0.191			7.8	A	-3.3	0.212			8.0	A	-3.3	0.188		
9	S. Autumn St. and W. San Fernando St.	11.8	B	**251.9**	**F**	**345.3**	**1.243**	34.1	C	**218.3**	**F**	**295.0**	**1.124**	34.4	C	**241.3**	**F**	**325.1**	**1.196**	34.0	C
10	Bird Ave. and Auzerais Ave.	27.6	C	26.8	C	-0.4	0.014			27.0	C	-0.4	0.014			26.8	C	-0.4	0.014		
11	Delmas Ave. and Auzerais Ave.	16.4	B	16.2	B	-0.2	0.006			16.2	B	-0.2	0.006			16.2	B	-0.2	0.006		
12	Woz Way and Auzerais Ave.	20.9	C	14.0	B	-24.3	0.089			13.5	B	-24.6	0.105			14.1	B	-24.2	0.087		
13	Delmas Ave. and Park Ave.	26.7	C	**304.1**	**F**	**291.3**	**0.004**	40.2	D	**330.7**	**F**	**338.8**	**0.022**	41.2	D	**293.0**	**F**	**284.9**	**0.001**	40.0	D
14	Delmas Ave. and W. San Carlos St.	24.3	C	24.2	C	-0.2	0.099			24.2	C	-0.2	0.109			24.2	C	-0.1	0.097		
15	S. Autumn St. and Park Ave.	34.5	C	**626.8**	**F**	**920.7**	**1.573**	22.5	C	**506.1**	**F**	**711.2**	**1.399**	23.4	C	**596.5**	**F**	**867.6**	**1.524**	22.5	C
16	Woz Way and Park Ave.	22.0	C	20.5	C	-1.0	0.215			20.9	C	-0.3	0.252			20.4	C	-1.1	0.210		
17	Woz Way and W. San Carlos St.	25.4	C	28.1	C	4.1	0.275			28.8	C	5.4	0.311			28.0	C	4.0	0.271		
18	Delmas Ave. and W. San Fernando St.	22.9	C	**69.1**	**E**	**64.6**	**0.169**	20.7	C	**70.7**	**E**	**63.7**	**0.185**	21.1	C	**71.3**	**E**	**64.7**	**0.167**	20.9	C
19	Montgomery St. and Santa Clara St. *	27.6	C	25.6	C	-5.8	-0.079			25.9	C	-5.5	-0.069			33.0	C	-5.2	0.083		
20	Montgomery St. and San Fernando St.	17.2	B	12.1	B	-5.5	-0.375			12.1	B	-5.5	-0.375			12.1	B	-5.5	-0.375		
21	San Carlos St. and Lincoln Ave.	36.7	D	36.5	D	1.6	0.101			36.5	D	1.6	0.101			36.5	D	1.6	0.101		
22	San Carlos St. and Meridian Ave.	42.1	D	42.9	D	2.1	0.090			42.9	D	2.1	0.090			42.9	D	2.1	0.090		
23	The Alameda and Taylor St./ Naglee Ave. *	36.3	D	38.3	D	3.4	0.100			38.3	D	3.4	0.101			38.3	D	3.4	0.101		
24	The Alameda and Hedding St. *	29.9	C	31.8	C	3.7	0.088			31.8	C	3.7	0.088			31.8	C	3.7	0.088		

* Denotes CMP Intersection
Box and bold indicates deficient intersection operations

Table 13
36,000-Seat Simultaneous-Event 6-7PM Levels of Service Summary

Study Number	Intersection	Background Ave. Delay	Background LOS	Project Conditions: With 1,200-Space Garage Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	With Impr Ave. Delay	LOS	Elimination of 1,200-Space Garage Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	With Impr Ave. Delay	LOS	Addition of 1,300 Spaces to HP Lot Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	With Impr Ave. Delay	LOS
1	NB SR 87 Ramps and W. Julian St.*	44.0	D	48.8	D	3.0	0.281			49.8	D	3.6	0.307			47.2	D	1.5	0.230		
2	SB SR 87 Ramps and W. Julian St.*	18.9	B	18.7	B	0.5	0.179			18.5	B	1.4	0.194			18.9	B	1.2	0.194		
3	NB SR 87 Ramp and Santa Clara St.*	16.8	B	20.8	C	7.0	0.320			22.5	C	9.4	0.360			21.0	C	6.7	0.314		
4	NB I 280 Ramps and Bird Ave.*	28.9	C	28.1	C	0.6	0.032			28.1	C	0.6	0.030			28.1	C	0.6	0.030		
5	SB I 280 Ramps and Bird Ave.*	36.8	D	35.7	D	-1.9	-0.020			34.7	C	-1.2	-0.030			35.0	C	-3.1	-0.038		
6	S. Autumn St. and Santa Clara St.*	36.3	D	38.4	D	4.1	0.083			35.1	D	0.0	-0.027			37.6	D	-2.1	0.043		
7	Bird Ave and W. San Carlos St.*	37.0	D	37.4	D	2.2	0.139			37.7	D	2.3	0.116			37.4	D	2.1	0.128		
8	SR 87 and Woz Way	10.2	B	7.8	A	-3.3	0.217			7.7	A	-3.3	0.237			7.8	A	-3.3	0.214		
9	S. Autumn St. and W. San Fernando St.	11.8	B	**270.9**	**F**	**372.9**	**1.305**	34.9	C	**235.9**	**F**	**322.2**	**1.186**	34.9	C	**259.4**	**F**	**351.9**	**1.257**	34.6	C
10	Bird Ave. and Auzerais Ave.	27.6	C	26.7	C	-0.4	0.016			27.0	C	-0.4	0.016			26.8	C	-0.4	0.016		
11	Delmas Ave. and Auzerais Ave.	16.4	B	16.2	B	-0.3	0.006			16.2	B	-0.3	0.006			16.2	B	-0.3	0.006		
12	Woz Way and Auzerais Ave.	20.9	C	13.4	B	-24.7	0.108			12.9	B	-25.0	0.124			13.4	B	-24.7	0.106		
13	Delmas Ave. and Park Ave	26.7	C	**345.1**	**F**	**350.3**	**0.026**	41.6	D	**373.8**	**F**	**399.5**	**0.044**	42.9	D	**333.7**	**F**	**342.5**	**0.024**	41.4	D
14	Delmas Ave. and W. San Carlos St.	24.3	C	24.2	C	-0.2	0.112			24.2	C	-0.2	0.122			24.2	C	-0.2	0.110		
15	S. Autumn St. and Park Ave.	34.5	C	**631.1**	**F**	**923.4**	**1.595**	22.8	C	**511.3**	**F**	**715.9**	**1.422**	23.7	C	**601.5**	**F**	**871.6**	**1.547**	22.8	C
16	Woz Way and Park Ave.	22.0	C	21.0	C	-0.1	0.261			21.6	C	0.8	0.298			21.0	C	-0.2	0.256		
17	Woz Way and W. San Carlos St.	25.4	C	29.1	C	5.2	0.310			30.2	C	6.9	0.347			29.0	C	5.0	0.306		
18	Delmas Ave. and W. San Fernando St.	22.9	C	**68.4**	**E**	**63.3**	**0.191**	21.0	C	**70.0**	**E**	**62.6**	**0.207**	21.5	C	**70.5**	**E**	**63.5**	**0.189**	21.2	C
19	Montgomery St. and Santa Clara St.*	27.6	C	25.9	C	-5.3	-0.065			26.3	C	-4.9	-0.055			33.2	C	-5.1	0.084		
20	Montgomery St. and San Fernando St.	17.2	B	12.1	B	-5.5	-0.375			12.1	B	-5.5	-0.375			12.1	B	-5.5	-0.375		
21	San Carlos St. and Lincoln Ave.	36.7	D	36.5	D	1.7	0.114			36.5	D	1.7	0.115			36.5	D	1.7	0.115		
22	San Carlos St. and Meridian Ave.	42.1	D	43.0	D	2.4	0.100			43.0	D	2.4	0.100			43.0	D	2.4	0.100		
23	The Alameda and Taylor St./ Naglee Ave.*	36.3	D	38.6	D	3.9	0.112			38.6	D	4.0	0.113			38.6	D	4.0	0.113		
24	The Alameda and Hedding St.*	29.9	C	32.0	C	4.1	0.098			32.1	C	4.3	0.099			32.1	C	4.3	0.099		

* Denotes CMP Intersection

Box and bold indicates deficient intersection operations

Autumn Street and San Fernando Street

Deficiency: The proposed ballpark would cause the intersection to degrade to LOS F under the single-event and simultaneous-event scenarios under each of the three parking scenarios. The poor level of service is due primarily to the heavy pedestrian flows generated by the project and the resulting need for a pedestrian "scramble" phase.

Improvement: The operation at this intersection could be improved by widening the crosswalks on all approaches. This improvement would eliminate the need for a pedestrian "scramble" phase and allow pedestrian traffic to operate during the concurrent vehicle phase. With the recommended improvements, the average vehicular delays at this intersection would be improved to LOS D or better conditions under the single-event and simultaneous-event scenarios under each of the three parking scenarios. The improvements will be re-evaluated with the completion of the Traffic and Parking Management Plan (TPMP) that may identify non-physical improvements to serve stadium traffic as part of the traffic control plan.

Delmas Avenue and Park Avenue

Deficiency: This intersection would be degraded to LOS F under the single-event and simultaneous-event scenarios under each of the three parking scenarios.

Improvement: The operations at this intersection could be improved by widening the crosswalks at the intersection. With the recommended improvements, the average vehicular delays at this intersection would be improved to LOS D or better conditions under the single-event and simultaneous-event scenarios under each of the three parking scenarios. The improvements will be re-evaluated with the completion of the Traffic and Parking Management Plan (TPMP) that may identify non-physical improvements to serve stadium traffic as part of the traffic control plan.

Autumn Street and Park Avenue

Deficiency: The proposed ballpark would cause the intersection to degrade to LOS F under the single-event and simultaneous-event scenarios under each of the three parking scenarios. The poor level of service is due primarily to the heavy pedestrian flows generated by the project and the resulting need for a pedestrian "scramble" phase.

Improvement: The operations at this intersection could be improved by widening the crosswalks on all approaches. This improvement would eliminate the need for a pedestrian "scramble" phase and allow pedestrian traffic to operate during the concurrent vehicle phase. Additionally, left turns might need to be prohibited on all four legs of the intersection. With the recommended improvements, the average vehicular delays at this intersection would be improved to LOS C conditions under the single-event and simultaneous-event scenarios under each of the three parking scenarios. The improvements will be re-evaluated with the completion of the Traffic and Parking Management Plan (TPMP) that may identify non-physical improvements to serve stadium traffic as part of the traffic control plan.

Delmas Avenue and San Fernando Street

Deficiency: This intersection is expected to operate at LOS E under the simultaneous-event scenario under each of the three parking scenarios.

Improvement: The operations at this intersection could be improved by adding a second southbound through lane. The recommended lane addition would require widening Delmas north of San Fernando by approximately 12 feet and south of San Fernando by two feet. It should be noted that the same improvement was identified as a mitigation measure for the San

Jose Water project, from which right-of-way dedication would be required. With the recommended improvements, the average vehicular delays at this intersection would be improved to LOS C conditions under the simultaneous-event scenario under each of the three parking scenarios. The improvements will be re-evaluated with the completion of the Traffic and Parking Management Plan (TPMP) that may identify non-physical improvements to serve stadium traffic as part of the traffic control plan.

Project Freeway Segment Analysis

The existing peak hour traffic volumes for the study freeway segments were updated utilizing the 2008 CMP Monitoring Report. The freeway segment analysis includes the same directional segments along SR 87, I-280, I-680, and I-880. The study freeway segments were evaluated for the 5:00 to 6:00 P.M. hour. Although project traffic is expected to peak after 6:00 p.m., the overall traffic and worst case scenario on the freeway system is greatest before 6:00 P.M. due to heavy commute traffic. Therefore, the study freeway segments were evaluated for only the hour between 5:00 and 6:00 PM. The freeway segment levels of service for the 32,000 and 36,000 seats are presented in Tables 14 through 19. The freeway segment analysis was performed according to CMP technical guidelines. According to the CMP's definition of significance, each of the project alternatives with each of the three parking scenarios would cause a significant adverse impact on the following 15 freeway segments:

- SR 87 southbound between Coleman Avenue and Julian Street
- SR 87 southbound between Coleman Avenue and Taylor Street
- SR 87 southbound between Taylor Street and Skyport Drive
- SR 87 southbound between Skyport Drive and US 101
- I-280 eastbound between Winchester Boulevard and I-880
- I-280 eastbound between I-880 and Meridian Avenue
- I-280 eastbound between Meridian Avenue and Bird Avenue
- I-280 eastbound between Bird Avenue and SR 87
- I-280 eastbound between SR 87 and Tenth Street
- I-680 southbound between Alum Rock Avenue and Mckee Road
- I-880 southbound between Coleman Avenue and SR 87
- I-880 southbound between SR 87 and North 1st Street
- I-880 southbound between North 1st Street and US 101
- I-880 southbound between US 101 and East Brokaw Road
- I-880 southbound between East Brokaw Road and Montague Expressway

To lessen the impacts to the identified freeway segments, Transportation Demand Management (TDM) measures will be implemented to lessen the impacts to the identified freeway segments, although the measures would not reduce the impact to a less than significant level. The potential TDM measures include the following:

- Provide incentives for carpoolers (e.g., 4 + people per vehicle) such as preferential parking.
- Charge for parking or increase set parking rates if already charging for parking.
- Provide on-site ticket sales for transit services (e.g., bus, LRT, Caltrain, etc.).
- Make information readily available regarding ridesharing/carpooling programs and transit services, and designate an on-site TDM coordinator to assist with this task.
- Develop a stadium employee trip reduction program that includes the following for employees: shuttle service to transit, subsidized transit passes and Eco-passes, cash-out program for non-drivers, carpooling/ridesharing program, bike lockers, and on-site showers.

A future BART station is planned adjacent to the Ballpark site as part of the planned BART extension from Fremont, through San Jose, to Santa Clara. BART service, at some future date, would provide another transit option for baseball fans.

Improvements to mitigate significant project impacts on freeway segments are infeasible due to right-of-way constraints and the land use impacts associated with acquiring additional right-of-way. Widening to create additional freeway capacity would involve the acquisition and demolition of hundreds, if not thousands, of homes and businesses and the relocation of infrastructure such as utilities, etc. along many miles of the multiple freeways impacted by the project. The city is not in a position to propose multiple freeway widening programs on its own, independent of Caltrans, and while in theory the project could pay 'fair share' impact fees to Caltrans for the widening of these impacted freeways, the payment and collection of these traffic impact fees without an actual, identified plan for specific freeway widening projects on these freeways that would reduce these identified impacts to a less than significant level would not serve as adequate or feasible mitigation. Caltrans has not identified any freeway capacity capital plans that would serve to mitigate the project's freeway impacts. Therefore, these impacts are considered significant and unavoidable. The same freeway impacts would be experienced with or without a concurrent Sharks game at the HP Pavilion. This is true because a Sharks hockey game does not add much traffic to the freeways between 5:00 p.m. and 6:00 p.m. (the games start at 7:30 p.m.).

Table 14
32,000-Seat Freeway Segment Level of Service Summary – With 1,200-Space Garage

				Existing Plus Project												Project Trips				
				Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity
SR 87	Capitol Expressway to Curtner Avenue	NB	5-6PM	65	2	4,400	3,938	30.3	D	70	1	1,800	843	12.0	B	250	38	0.9%	213	11.8%
SR 87	Curtner Avenue to Almaden Road	NB	5-6PM	66	2	4,400	3,713	28.3	D	70	1	1,800	1,153	16.5	B	286	43	1.0%	243	13.5%
SR 87	Almaden Road to Alma Avenue	NB	5-6PM	52	2	4,400	4,429	42.6	D	70	1	1,800	1,174	16.8	B	393	59	1.3%	334	18.6%
SR 87	Alma Avenue to I-280	NB	5-6PM	66	2	4,400	3,734	28.5	D	70	1	1,800	1,065	15.2	B	429	64	1.5%	365	20.3%
SR 87	I-280 to Julian Street	NB	5-6PM	67	2	4,400	2,165	16.3	B	70	1	1,800	546	7.8	A	230	35	0.8%	196	10.9%
SR 87	Julian Street to Coleman Street	NB	5-6PM	66	2	4,400	2,910	22.0	C	70	1	1,800	142	2.0	A	2	0	0.0%	2	0.1%
SR 87	Coleman Street to Taylor Street	NB	5-6PM	67	2	4,400	1,870	14.1	B	70	1	1,800	632	9.0	A	2	0	0.0%	2	0.1%
SR 87	Taylor Street to Skyport Drive	NB	5-6PM	67	2	4,400	2,000	15.0	B	70	1	1,800	212	3.0	A	2	0	0.0%	2	0.1%
SR 87	Skyport Drive to US 101	NB	5-6PM	68	2	4,400	2,510	19.0	C	70	1	1,800	282	4.0	A	2	0	0.0%	2	0.1%
I-280	Saratoga Avenue to Winchester Boulevard	EB	5-6PM	36	3	6,900	6,125	56.7	E	70	1	1,800	2,875	41.1	D	501	75	1.1%	425	23.6%
I-280	Winchester Boulevard to I-880	EB	5-6PM	15	3	6,900	4,355	**96.8**	**F**	70	1	1,800	2,665	38.1	D	501	**75**	**1.1%**	425	23.6%
I-280	I-880 to Meridian Avenue	EB	5-6PM	22	4	9,200	5,349	**60.8**	**F**	40	1	1,800	2,969	**74.2**	**F**	858	**129**	**1.4%**	**729**	**40.5%**
I-280	Meridian Avenue to Bird Avenue	EB	5-6PM	24	4	9,200	8,058	**83.9**	**F**	--	0	0	--	--	--	858	**858**	**9.3%**	0	--
I-280	Bird Avenue to SR 87	EB	5-6PM	24	4	9,200	7,935	**82.7**	**F**	--	0	0	--	--	--	735	**735**	**8.0%**	0	--
I-280	SR 87 to 10th Street	EB	5-6PM	20	4	9,200	7,017	**87.7**	**F**	--	0	0	--	--	--	377	**377**	**4.1%**	0	--
I-280	10th Street to McLaughlin Avenue	EB	5-6PM	57	4	9,200	8,904	39.1	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-280	McLaughlin Avenue to US 101	EB	5-6PM	66	4	9,200	7,344	28.0	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-680	US 101 to King Road	NB	5-6PM	66	4	9,200	6,083	23.0	C	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	King Road to Capitol Expressway	NB	5-6PM	66	4	9,660	7,343	26.7	D	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	Capitol Expressway to Alum Rock Avenue	NB	5-6PM	66	4	9,200	6,082	23.0	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-680	Alum Rock Avenue to McKee Road	NB	5-6PM	66	4	9,200	6,082	23.0	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	I-280 to Stevens Creek Boulevard	NB	5-6PM	66	3	6,900	4,667	23.6	C	--	0	0	--	--	--	107	107	1.6%	0	--
I-880	Stevens Creek Boulevard to North Bascom Avenue	NB	5-6PM	66	3	6,900	5,417	27.6	D	--	0	0	--	--	--	107	107	1.6%	0	--
I-880	North Bascom Avenue to The Alameda	NB	5-6PM	65	3	6,900	5,767	29.6	D	--	0	0	--	--	--	107	107	1.6%	0	--
I-880	The Alameda to Coleman Avenue	NB	5-6PM	64	3	6,900	6,340	33.0	D	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	Coleman Avenue to SR 87	NB	5-6PM	55	3	6,900	6,601	40.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	SR 87 to North 1st Street	NB	5-6PM	63	3	6,900	6,431	34.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North 1st Street to US 101	NB	5-6PM	58	3	6,900	6,622	38.1	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	US 101 to East Brokaw Road	NB	5-6PM	64	3	6,900	6,342	33.0	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	East Brokaw Road to Montague Expressway	NB	5-6PM	66	3	6,900	4,762	24.1	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	Montague Expressway to East Brokaw Road	SB	5-6PM	19	3	6,900	5,268	**92.4**	**F**	--	0	0	--	--	--	358	**358**	**5.2%**	0	--
I-880	East Brokaw Road to US 101	SB	5-6PM	14	3	6,900	4,593	**109.4**	**F**	--	0	0	--	--	--	393	**393**	**5.7%**	0	--
I-880	US 101 to North 1st Street	SB	5-6PM	12	3	6,900	4,213	**117.0**	**F**	--	0	0	--	--	--	393	**393**	**5.7%**	0	--
I-880	North 1st Street to SR 87	SB	5-6PM	23	3	6,900	5,535	**80.2**	**F**	--	0	0	--	--	--	215	**215**	**3.1%**	0	--
I-880	SR 87 to Coleman Avenue	SB	5-6PM	23	3	6,900	5,535	**80.2**	**F**	--	0	0	--	--	--	215	**215**	**3.1%**	0	--
I-880	Coleman Avenue to The Alameda	SB	5-6PM	23	3	6,900	5,320	77.1	F	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	The Alameda to North Bascom Avenue	SB	5-6PM	32	3	6,900	5,961	62.1	F	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North Bascom Avenue to Stevens Creek Boulevard	SB	5-6PM	46	3	6,900	6,491	47.0	E	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	Stevens Creek Boulevard to I-280	SB	5-6PM	66	3	6,900	5,151	26.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-680	McKee Road to Alum Rock Avenue	SB	5-6PM	31	4	9,200	8,213	**66.2**	**F**	--	0	0	--	--	--	393	**393**	**4.3%**	0	--
I-680	Alum Rock Avenue to Capitol Expressway	SB	5-6PM	66	4	9,200	7,299	27.6	D	--	0	0	--	--	--	429	429	4.7%	0	--
I-680	Capitol Expressway to King Road	SB	5-6PM	66	4	10,120	7,216	24.8	C	--	0	0	--	--	--	536	536	5.3%	0	--
I-680	King Road to US 101	SB	5-6PM	66	4	9,200	5,816	22.0	C	--	0	0	--	--	--	536	536	5.8%	0	--
I-280	US 101 to McLaughlin Avenue	WB	5-6PM	66	4	9,200	7,759	29.6	D	--	0	0	--	--	--	679	679	7.4%	0	--
I-280	McLaughlin Avenue to 10th Street	WB	5-6PM	66	4	9,200	8,019	30.6	D	--	0	0	--	--	--	679	679	7.4%	0	--
I-280	10th Street to SR 87	WB	5-6PM	65	4	9,200	8,098	31.1	D	--	0	0	--	--	--	558	558	6.1%	0	--
I-280	SR 87 to Bird Avenue	WB	5-6PM	19	4	9,200	6,396	84.2	F	--	0	0	--	--	--	6	6	0.1%	0	--
I-280	Bird Avenue to Meridian Avenue	WB	5-6PM	43	4	9,200	8,435	49.0	E	--	0	0	--	--	--	5	5	0.1%	0	--
I-280	Meridian Avenue to I-880	WB	5-6PM	62	4	8,510	7,381	32.2	D	70	1	1,800	1,124	16.1	B	5	1	0.0%	4	0.2%
I-280	I-880 to Winchester Boulevard	WB	5-6PM	64	3	6,900	6,340	33.0	D	70	1	1,800	632	9.0	A	3	0	0.0%	2	0.1%
I-280	Winchester Boulevard to Saratoga Avenue	WB	5-6PM	59	3	6,900	6,550	37.0	D	70	1	1,800	842	12.0	B	3	0	0.0%	2	0.1%
SR 87	US 101 to Skyport Drive	SB	5-6PM	8	2	4,400	2,038	**127.4**	**F**	70	1	1,800	1,813	25.9	C	322	**48**	**1.1%**	273	15.2%
SR 87	Skyport Drive to Taylor Street	SB	5-6PM	18	2	4,400	3,258	**90.5**	**F**	70	1	1,800	1,113	15.9	B	322	**48**	**1.1%**	273	15.2%
SR 87	Taylor Street to Coleman Avenue	SB	5-6PM	14	2	4,400	2,884	**103.0**	**F**	70	1	1,800	1,984	28.3	D	358	**54**	**1.2%**	304	16.9%
SR 87	Coleman Avenue to Julian Street	SB	5-6PM	32	2	4,400	3,984	**61.9**	**F**	70	1	1,800	1,774	25.3	C	358	**54**	**1.2%**	304	16.9%
SR 87	Julian Street to I-280	SB	5-6PM	21	2	4,400	3,387	80.6	F	70	1	1,800	1,064	15.2	B	181	27	0.6%	154	8.5%
SR 87	I-280 to Alma Avenue	SB	5-6PM	15	2	4,400	2,860	95.0	F	70	1	1,800	1,822	26.0	D	2	0	0.0%	2	0.1%
SR 87	Alma Avenue to Almaden Road	SB	5-6PM	18	2	4,400	3,140	87.2	F	70	1	1,800	2,522	36.0	D	2	0	0.0%	2	0.1%
SR 87	Almaden Road to Curtner Avenue	SB	5-6PM	24	2	4,400	3,560	74.2	F	70	1	1,800	1,821	26.0	D	2	0	0.0%	1	0.1%
SR 87	Curtner Avenue to Capitol Expressway	SB	5-6PM	43	2	4,400	4,220	49.1	E	70	1	1,800	1,401	20.0	C	1	0	0.0%	1	0.1%

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.
Box and bold indicate signficant impact

Table 15
32,000-Seat Freeway Segment Level of Service Summary – Elimination of 1,200-Space Garage

				Existing Plus Project												Project Trips				
				Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity
SR 87	Capitol Expressway to Curtner Avenue	NB	5-6PM	65	2	4,400	3,938	30.3	D	70	1	1,800	843	12.0	B	251	38	0.9%	213	11.9%
SR 87	Curtner Avenue to Almaden Road	NB	5-6PM	68	2	4,400	3,713	28.3	D	70	1	1,800	1,154	16.5	B	287	43	1.0%	244	13.6%
SR 87	Almaden Road to Alma Avenue	NB	5-6PM	52	2	4,400	4,429	42.6	D	70	1	1,800	1,175	16.8	B	395	59	1.3%	335	18.6%
SR 87	Alma Avenue to I-280	NB	5-6PM	66	2	4,400	3,735	28.5	D	70	1	1,800	1,066	15.2	B	430	65	1.5%	366	20.3%
SR 87	I-280 to Julian Street	NB	5-6PM	87	2	4,400	2,168	18.3	B	70	1	1,800	563	8.0	A	251	38	0.9%	213	11.9%
SR 87	Julian Street to Coleman Street	NB	5-6PM	68	2	4,400	2,910	22.0	C	70	1	1,800	142	2.0	A	2	0	0.0%	2	0.1%
SR 87	Coleman Street to Taylor Street	NB	5-6PM	67	2	4,400	1,870	14.1	B	70	1	1,800	632	9.0	A	2	0	0.0%	2	0.1%
SR 87	Taylor Street to Skyport Drive	NB	5-6PM	67	2	4,400	2,000	15.0	B	70	1	1,800	212	3.0	A	2	0	0.0%	2	0.1%
SR 87	Skyport Drive to US 101	NB	5-6PM	68	2	4,400	2,510	19.0	C	70	1	1,800	282	4.0	A	2	0	0.0%	2	0.1%
I-280	Saratoga Avenue to Winchester Boulevard	EB	5-6PM	36	3	6,900	6,125	56.7	E	70	1	1,800	2,877	41.1	D	502	75	1.1%	427	23.7%
I-280	Winchester Boulevard to I-880	EB	5-6PM	15	3	6,900	4,355	**96.8**	**F**	70	1	1,800	2,667	38.1	D	502	**75**	**1.1%**	427	23.7%
I-280	I-880 to Meridian Avenue	EB	5-6PM	22	4	9,200	5,349	**60.8**	**F**	40	1	1,800	2,972	**74.3**	**F**	861	**129**	**1.4%**	**732**	**40.7%**
I-280	Meridian Avenue to Bird Avenue	EB	5-6PM	24	4	9,200	8,061	**84.0**	**F**	--	0	0	--	--	--	861	**861**	**9.4%**	0	--
I-280	Bird Avenue to SR 87	EB	5-6PM	24	4	9,200	8,013	**83.5**	**F**	--	0	0	--	--	--	813	**813**	**8.8%**	0	--
I-280	SR 87 to 10th Street	EB	5-6PM	20	4	9,200	7,078	**88.5**	**F**	--	0	0	--	--	--	438	**438**	**4.8%**	0	--
I-280	10th Street to McLaughlin Avenue	EB	5-6PM	57	4	9,200	8,904	39.1	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-280	McLaughlin Avenue to US 101	EB	5-6PM	66	4	9,200	7,344	28.0	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-680	US 101 to King Road	NB	5-6PM	66	4	9,200	6,083	23.0	C	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	King Road to Capitol Expressway	NB	5-6PM	66	4	9,660	7,343	26.7	D	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	Capitol Expressway to Alum Rock Avenue	NB	5-6PM	66	4	9,200	6,082	23.0	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-680	Alum Rock Avenue to McKee Road	NB	5-6PM	68	4	9,200	6,082	23.0	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	I-280 to Stevens Creek Boulevard	NB	5-6PM	66	3	6,900	4,668	23.6	C	--	0	0	--	--	--	108	108	1.6%	0	--
I-880	Stevens Creek Boulevard to North Bascom Avenue	NB	5-6PM	68	3	6,900	5,418	27.6	D	--	0	0	--	--	--	108	108	1.6%	0	--
I-880	North Bascom Avenue to The Alameda	NB	5-6PM	65	3	6,900	5,768	29.6	D	--	0	0	--	--	--	108	108	1.6%	0	--
I-880	The Alameda to Coleman Avenue	NB	5-6PM	64	3	6,900	6,340	33.0	D	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	Coleman Avenue to SR 87	NB	5-6PM	55	3	6,900	6,601	40.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	SR 87 to North 1st Street	NB	5-6PM	63	3	6,900	6,431	34.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North 1st Street to US 101	NB	5-6PM	58	3	6,900	6,622	38.1	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	US 101 to East Brokaw Road	NB	5-6PM	64	3	6,900	6,342	33.0	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	East Brokaw Road to Montague Expressway	NB	5-6PM	66	3	6,900	4,762	24.1	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	Montague Expressway to East Brokaw Road	SB	5-6PM	19	3	6,900	5,269	**92.4**	**F**	--	0	0	--	--	--	359	**359**	**5.2%**	0	--
I-880	East Brokaw Road to US 101	SB	5-6PM	14	3	6,900	4,595	**109.4**	**F**	--	0	0	--	--	--	395	**395**	**5.7%**	0	--
I-880	US 101 to North 1st Street	SB	5-6PM	12	3	6,900	4,215	**117.1**	**F**	--	0	0	--	--	--	395	**395**	**5.7%**	0	--
I-880	North 1st Street to SR 87	SB	5-6PM	23	3	6,900	5,535	**80.2**	**F**	--	0	0	--	--	--	215	**215**	**3.1%**	0	--
I-880	SR 87 to Coleman Avenue	SB	5-6PM	23	3	6,900	5,535	**80.2**	**F**	--	0	0	--	--	--	215	**215**	**3.1%**	0	--
I-880	Coleman Avenue to The Alameda	SB	5-6PM	23	3	6,900	5,320	77.1	F	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	The Alameda to North Bascom Avenue	SB	5-6PM	32	3	6,900	5,061	62.1	F	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North Bascom Avenue to Stevens Creek Boulevard	SB	5-6PM	46	3	6,900	6,491	47.0	E	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	Stevens Creek Boulevard to I-280	SB	5-6PM	68	3	6,900	5,151	28.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-680	McKee Road to Alum Rock Avenue	SB	5-6PM	31	4	9,200	8,215	**66.2**	**F**	--	0	0	--	--	--	395	**395**	**4.3%**	0	--
I-680	Alum Rock Avenue to Capitol Expressway	SB	5-6PM	68	4	9,200	7,300	27.7	D	--	0	0	--	--	--	430	430	4.7%	0	--
I-680	Capitol Expressway to King Road	SB	5-6PM	66	4	10,120	7,218	24.9	C	--	0	0	--	--	--	538	538	5.3%	0	--
I-680	King Road to US 101	SB	5-6PM	68	4	9,200	5,818	22.0	C	--	0	0	--	--	--	538	538	5.8%	0	--
I-280	US 101 to McLaughlin Avenue	WB	5-6PM	66	4	9,200	7,762	29.6	D	--	0	0	--	--	--	682	682	7.4%	0	--
I-280	McLaughlin Avenue to 10th Street	WB	5-6PM	66	4	9,200	8,022	30.6	D	--	0	0	--	--	--	682	682	7.4%	0	--
I-280	10th Street to SR 87	WB	5-6PM	65	4	9,200	8,081	31.1	D	--	0	0	--	--	--	541	541	5.9%	0	--
I-280	SR 87 to Bird Avenue	WB	5-6PM	19	4	9,200	6,393	84.1	F	--	0	0	--	--	--	3	3	0.0%	0	--
I-280	Bird Avenue to Meridian Avenue	WB	5-6PM	43	4	9,200	8,435	49.0	E	--	0	0	--	--	--	5	5	0.1%	0	--
I-280	Meridian Avenue to I-880	WB	5-6PM	62	4	8,510	7,381	32.2	D	70	1	1,800	1,124	18.1	B	5	1	0.0%	4	0.2%
I-280	I-880 to Winchester Boulevard	WB	5-6PM	64	3	6,900	6,340	33.0	D	70	1	1,800	632	9.0	A	3	0	0.0%	2	0.1%
I-280	Winchester Boulevard to Saratoga Avenue	WB	5-6PM	59	3	6,900	6,550	37.0	D	70	1	1,800	842	12.0	B	3	0	0.0%	2	0.1%
SR 87	US 101 to Skyport Drive	SB	5-6PM	8	2	4,400	2,038	**127.4**	**F**	70	1	1,800	1,814	25.9	C	323	**48**	**1.1%**	274	15.2%
SR 87	Skyport Drive to Taylor Street	SB	5-6PM	18	2	4,400	3,258	**90.5**	**F**	70	1	1,800	1,114	15.9	B	323	**48**	**1.1%**	274	15.2%
SR 87	Taylor Street to Coleman Avenue	SB	5-6PM	14	2	4,400	2,884	**103.0**	**F**	70	1	1,800	1,985	28.4	D	359	**54**	**1.2%**	305	16.9%
SR 87	Coleman Avenue to Julian Street	SB	5-6PM	32	2	4,400	3,964	**61.9**	**F**	70	1	1,800	1,775	25.4	C	359	**54**	**1.2%**	305	17.0%
SR 87	Julian Street to I-280	SB	5-6PM	21	2	4,400	3,390	80.7	F	70	1	1,800	1,081	15.4	B	201	30	0.7%	171	9.5%
SR 87	I-280 to Alma Avenue	SB	5-6PM	15	2	4,400	2,850	95.0	F	70	1	1,800	1,822	26.0	D	2	0	0.0%	2	0.1%
SR 87	Alma Avenue to Almaden Road	SB	5-6PM	18	2	4,400	3,140	87.2	F	70	1	1,800	2,522	36.0	D	2	0	0.0%	2	0.1%
SR 87	Almaden Road to Curtner Avenue	SB	5-6PM	24	2	4,400	3,560	74.2	F	70	1	1,800	1,821	26.0	D	2	0	0.0%	1	0.1%
SR 87	Curtner Avenue to Capitol Expressway	SB	5-6PM	43	2	4,400	4,220	49.1	E	70	1	1,800	1,401	20.0	C	1	0	0.0%	1	0.1%

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.
Box and bold indicate signficant impact

Table 16
32,000-Seat Freeway Segment Level of Service Summary – Addition of 1,300 Spaces to HP Pavilion

				Existing Plus Project												Project Trips				
				Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity
SR 87	Capitol Expressway to Curtner Avenue	NB	5-6PM	65	2	4,400	3,938	30.3	D	70	1	1,800	843	12.0	B	251	38	0.9%	213	11.9%
SR 87	Curtner Avenue to Almaden Road	NB	5-6PM	66	2	4,400	3,713	28.3	D	70	1	1,800	1,154	16.5	B	287	43	1.0%	244	13.6%
SR 87	Almaden Road to Alma Avenue	NB	5-6PM	52	2	4,400	4,429	42.6	D	70	1	1,800	1,175	16.8	B	395	59	1.3%	335	18.6%
SR 87	Alma Avenue to I-280	NB	5-6PM	66	2	4,400	3,735	28.5	D	70	1	1,800	1,066	15.2	B	430	65	1.5%	366	20.3%
SR 87	I-280 to Julian Street	NB	5-6PM	67	2	4,400	2,168	18.3	B	70	1	1,800	558	7.9	A	242	36	0.8%	206	11.4%
SR 87	Julian Street to Coleman Street	NB	5-6PM	66	2	4,400	2,910	22.0	C	70	1	1,800	142	2.0	A	2	0	0.0%	2	0.1%
SR 87	Coleman Street to Taylor Street	NB	5-6PM	67	2	4,400	1,870	14.1	B	70	1	1,800	632	9.0	A	2	0	0.0%	2	0.1%
SR 87	Taylor Street to Skyport Drive	NB	5-6PM	67	2	4,400	2,000	15.0	B	70	1	1,800	212	3.0	A	2	0	0.0%	2	0.1%
SR 87	Skyport Drive to US 101	NB	5-6PM	66	2	4,400	2,510	19.0	C	70	1	1,800	282	4.0	A	2	0	0.0%	2	0.1%
I-280	Saratoga Avenue to Winchester Boulevard	EB	5-6PM	36	3	6,900	6,125	56.7	E	70	1	1,800	2,877	41.1	D	502	75	1.1%	427	23.7%
I-280	Winchester Boulevard to I-880	EB	5-6PM	15	3	6,900	4,355	**96.8**	**F**	70	1	1,800	2,667	38.1	D	502	75	1.1%	427	23.7%
I-280	I-880 to Meridian Avenue	EB	5-6PM	22	4	9,200	5,349	**60.8**	**F**	40	1	1,800	2,972	**74.3**	**F**	861	**129**	**1.4%**	**732**	**40.7%**
I-280	Meridian Avenue to Bird Avenue	EB	5-6PM	24	4	9,200	8,061	**84.0**	**F**	--	0	0	--	--	--	861	**861**	**9.4%**	0	--
I-280	Bird Avenue to SR 87	EB	5-6PM	24	4	9,200	7,965	**83.0**	**F**	--	0	0	--	--	--	765	**765**	**8.3%**	0	--
I-280	SR 87 to 10th Street	EB	5-6PM	20	4	9,200	7,012	**87.7**	**F**	--	0	0	--	--	--	372	**372**	**4.0%**	0	--
I-280	10th Street to McLaughlin Avenue	EB	5-6PM	57	4	9,200	8,904	39.1	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-280	McLaughlin Avenue to US 101	EB	5-6PM	66	4	9,200	7,344	28.0	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-680	US 101 to King Road	NB	5-6PM	66	4	9,200	6,083	23.0	C	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	King Road to Capitol Expressway	NB	5-6PM	66	4	9,660	7,343	26.7	D	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	Capitol Expressway to Alum Rock Avenue	NB	5-6PM	66	4	9,200	6,082	23.0	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-680	Alum Rock Avenue to McKee Road	NB	5-6PM	66	4	9,200	6,082	23.0	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	I-280 to Stevens Creek Boulevard	NB	5-6PM	66	3	6,900	4,668	23.6	C	--	0	0	--	--	--	108	108	1.6%	0	--
I-880	Stevens Creek Boulevard to North Bascom Avenue	NB	5-6PM	88	3	6,900	5,418	27.6	D	--	0	0	--	--	--	108	108	1.6%	0	--
I-880	North Bascom Avenue to The Alameda	NB	5-6PM	65	3	6,900	5,768	29.6	D	--	0	0	--	--	--	108	108	1.6%	0	--
I-880	The Alameda to Coleman Avenue	NB	5-6PM	64	3	6,900	6,340	33.0	D	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	Coleman Avenue to SR 87	NB	5-6PM	55	3	6,900	6,601	40.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	SR 87 to North 1st Street	NB	5-6PM	63	3	6,900	6,431	34.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North 1st Street to US 101	NB	5-6PM	58	3	6,900	6,622	38.1	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	US 101 to East Brokaw Road	NB	5-6PM	64	3	6,900	6,342	33.0	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	East Brokaw Road to Montague Expressway	NB	5-6PM	66	3	6,900	4,762	24.1	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	Montague Expressway to East Brokaw Road	SB	5-6PM	19	3	6,900	5,269	**92.4**	**F**	--	0	0	--	--	--	359	**359**	**5.2%**	0	--
I-880	East Brokaw Road to US 101	SB	5-6PM	14	3	6,900	4,595	**109.4**	**F**	--	0	0	--	--	--	395	**395**	**5.7%**	0	--
I-880	US 101 to North 1st Street	SB	5-6PM	12	3	6,900	4,215	**117.1**	**F**	--	0	0	--	--	--	395	**395**	**5.7%**	0	--
I-880	North 1st Street to SR 87	SB	5-6PM	23	3	6,900	5,535	**80.2**	**F**	--	0	0	--	--	--	215	**215**	**3.1%**	0	--
I-880	SR 87 to Coleman Avenue	SB	5-6PM	23	3	6,900	5,535	**80.2**	**F**	--	0	0	--	--	--	215	**215**	**3.1%**	0	--
I-880	Coleman Avenue to The Alameda	SB	5-6PM	23	3	6,900	5,320	77.1	F	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	The Alameda to North Bascom Avenue	SB	5-6PM	32	3	6,900	5,961	82.1	F	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North Bascom Avenue to Stevens Creek Boulevard	SB	5-6PM	46	3	6,900	6,491	47.0	E	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	Stevens Creek Boulevard to I-280	SB	5-6PM	66	3	6,900	5,151	26.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-680	McKee Road to Alum Rock Avenue	SB	5-6PM	31	4	9,200	8,215	**66.2**	**F**	--	0	0	--	--	--	395	**395**	**4.3%**	0	--
I-680	Alum Rock Avenue to Capitol Expressway	SB	5-6PM	68	4	9,200	7,300	27.7	D	--	0	0	--	--	--	430	430	4.7%	0	--
I-680	Capitol Expressway to King Road	SB	5-6PM	68	4	10,120	7,218	24.9	C	--	0	0	--	--	--	538	538	5.3%	0	--
I-680	King Road to US 101	SB	5-6PM	66	4	9,200	5,818	22.0	C	--	0	0	--	--	--	538	538	5.8%	0	--
I-280	US 101 to McLaughlin Avenue	WB	5-6PM	66	4	9,200	7,762	29.6	D	--	0	0	--	--	--	682	682	7.4%	0	--
I-280	McLaughlin Avenue to 10th Street	WB	5-6PM	66	4	9,200	8,022	30.6	D	--	0	0	--	--	--	682	682	7.4%	0	--
I-280	10th Street to SR 87	WB	5-6PM	65	4	9,200	8,102	31.2	D	--	0	0	--	--	--	562	562	6.1%	0	--
I-280	SR 87 to Bird Avenue	WB	5-6PM	19	4	9,200	6,393	84.1	F	--	0	0	--	--	--	3	3	0.0%	0	--
I-280	Bird Avenue to Meridian Avenue	WB	5-6PM	43	4	9,200	8,435	49.0	E	--	0	0	--	--	--	5	5	0.1%	0	--
I-280	Meridian Avenue to I-880	WB	5-6PM	62	4	8,510	7,381	32.2	D	70	1	1,800	1,124	16.1	B	5	1	0.0%	4	0.2%
I-280	I-880 to Winchester Boulevard	WB	5-6PM	64	3	6,900	6,340	33.0	D	70	1	1,800	632	9.0	A	3	0	0.0%	2	0.1%
I-280	Winchester Boulevard to Saratoga Avenue	WB	5-6PM	59	3	6,900	6,550	37.0	D	70	1	1,800	842	12.0	B	3	0	0.0%	2	0.1%
SR 87	US 101 to Skyport Drive	SB	5-6PM	8	2	4,400	2,038	**127.4**	**F**	70	1	1,800	1,814	25.9	C	323	**48**	**1.1%**	274	15.2%
SR 87	Skyport Drive to Taylor Street	SB	5-6PM	18	2	4,400	3,258	**90.5**	**F**	70	1	1,800	1,114	15.9	B	323	**48**	**1.1%**	274	15.2%
SR 87	Taylor Street to Coleman Avenue	SB	5-6PM	14	2	4,400	2,884	**103.0**	**F**	70	1	1,800	1,985	28.4	D	359	**54**	**1.2%**	305	16.9%
SR 87	Coleman Avenue to Julian Street	SB	5-6PM	32	2	4,400	3,964	**61.9**	**F**	70	1	1,800	1,775	25.4	C	359	**54**	**1.2%**	305	17.0%
SR 87	Julian Street to I-280	SB	5-6PM	21	2	4,400	3,386	80.6	F	70	1	1,800	1,056	15.1	B	172	26	0.6%	148	8.1%
SR 87	I-280 to Alma Avenue	SB	5-6PM	15	2	4,400	2,850	95.0	F	70	1	1,800	1,822	26.0	D	2	0	0.0%	2	0.1%
SR 87	Alma Avenue to Almaden Road	SB	5-6PM	18	2	4,400	3,140	87.2	F	70	1	1,800	2,522	36.0	D	2	0	0.0%	2	0.1%
SR 87	Almaden Road to Curtner Avenue	SB	5-6PM	24	2	4,400	3,560	74.2	F	70	1	1,800	1,821	26.0	D	2	0	0.0%	1	0.1%
SR 87	Curtner Avenue to Capitol Expressway	SB	5-6PM	43	2	4,400	4,220	49.1	E	70	1	1,800	1,401	20.0	C	1	0	0.0%	1	0.1%

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.
Box and bold indicate signficant impact

Table 17
36,000-Seat Freeway Segment Level of Service Summary – With 1,200-Space Garage

				Existing Plus Project												Project Trips				
				Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity
SR 87	Capitol Expressway to Curtner Avenue	NB	5-6PM	65	2	4,400	3,942	30.3	D	70	1	1,800	868	12.4	B	280	42	1.0%	238	13.2%
SR 87	Curtner Avenue to Almaden Road	NB	5-6PM	66	2	4,400	3,718	28.4	D	70	1	1,800	1,182	16.9	B	320	48	1.1%	272	15.1%
SR 87	Almaden Road to Alma Avenue	NB	5-6PM	52	2	4,400	4,436	42.7	D	70	1	1,800	1,215	17.4	B	441	66	1.5%	375	20.8%
SR 87	Alma Avenue to I-280	NB	5-6PM	66	2	4,400	3,742	28.6	D	70	1	1,800	1,109	15.8	B	481	72	1.6%	409	22.7%
SR 87	I-280 to Julian Street	NB	5-6PM	67	2	4,400	2,168	16.3	B	70	1	1,800	568	8.1	A	256	38	0.9%	218	12.1%
SR 87	Julian Street to Coleman Street	NB	5-6PM	66	2	4,400	2,910	22.0	C	70	1	1,800	142	2.0	A	2	0	0.0%	2	0.1%
SR 87	Coleman Street to Taylor Street	NB	5-6PM	67	2	4,400	1,870	14.1	B	70	1	1,800	632	9.0	A	2	0	0.0%	2	0.1%
SR 87	Taylor Street to Skyport Drive	NB	5-6PM	67	2	4,400	2,000	15.0	B	70	1	1,800	212	3.0	A	2	0	0.0%	2	0.1%
SR 87	Skyport Drive to US 101	NB	5-6PM	66	2	4,400	2,510	19.0	C	70	1	1,800	282	4.0	A	2	0	0.0%	2	0.1%
I-280	Saratoga Avenue to Winchester Boulevard	EB	5-6PM	36	3	6,900	6,134	56.8	E	70	1	1,800	2,927	41.8	D	561	84	1.2%	477	26.5%
I-280	Winchester Boulevard to I-880	EB	5-6PM	15	3	6,900	4,364	**97.0**	**F**	70	1	1,800	2,717	38.8	D	561	**84**	**1.2%**	477	26.5%
I-280	I-880 to Meridian Avenue	EB	5-6PM	22	4	9,200	5,364	**61.0**	**F**	40	1	1,800	3,057	**76.4**	**F**	961	**144**	**1.6%**	**817**	**45.4%**
I-280	Meridian Avenue to Bird Avenue	EB	5-6PM	24	4	9,200	8,161	**85.0**	**F**	--	0	0	--	--	--	961	**961**	**10.4%**	0	--
I-280	Bird Avenue to SR 87	EB	5-6PM	24	4	9,200	8,052	**83.9**	**F**	--	0	0	--	--	--	852	**852**	**9.3%**	0	--
I-280	SR 87 to 10th Street	EB	5-6PM	20	4	9,200	7,093	**88.7**	**F**	--	0	0	--	--	--	453	**453**	**4.9%**	0	--
I-280	10th Street to McLaughlin Avenue	EB	5-6PM	57	4	9,200	8,904	39.1	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-280	McLaughlin Avenue to US 101	EB	5-6PM	68	4	9,200	7,344	28.0	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-680	US 101 to King Road	NB	5-6PM	66	4	9,200	6,083	23.0	C	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	King Road to Capitol Expressway	NB	5-6PM	66	4	9,660	7,343	26.7	D	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	Capitol Expressway to Alum Rock Avenue	NB	5-6PM	66	4	9,200	6,083	23.0	C	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	Alum Rock Avenue to McKee Road	NB	5-6PM	66	4	9,200	6,082	23.0	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	I-280 to Stevens Creek Boulevard	NB	5-6PM	66	3	6,900	4,680	23.6	C	--	0	0	--	--	--	120	120	1.7%	0	--
I-880	Stevens Creek Boulevard to North Bascom Avenue	NB	5-6PM	68	3	6,900	5,430	27.6	D	--	0	0	--	--	--	120	120	1.7%	0	--
I-880	North Bascom Avenue to The Alameda	NB	5-6PM	65	3	6,900	5,780	29.6	D	--	0	0	--	--	--	120	120	1.7%	0	--
I-880	The Alameda to Coleman Avenue	NB	5-6PM	64	3	6,900	6,340	33.0	D	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	Coleman Avenue to SR 87	NB	5-6PM	55	3	6,900	6,601	40.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	SR 87 to North 1st Street	NB	5-6PM	63	3	6,900	6,431	34.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North 1st Street to US 101	NB	5-6PM	58	3	6,900	6,622	38.1	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	US 101 to East Brokaw Road	NB	5-6PM	64	3	6,900	6,342	33.0	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	East Brokaw Road to Montague Expressway	NB	5-6PM	66	3	6,900	4,762	24.1	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	Montague Expressway to East Brokaw Road	SB	5-6PM	19	3	6,900	5,311	**93.2**	**F**	--	0	0	--	--	--	401	**401**	**5.8%**	0	--
I-880	East Brokaw Road to US 101	SB	5-6PM	14	3	6,900	4,641	**110.5**	**F**	--	0	0	--	--	--	441	**441**	**6.4%**	0	--
I-880	US 101 to North 1st Street	SB	5-6PM	12	3	6,900	4,261	**118.4**	**F**	--	0	0	--	--	--	441	**441**	**6.4%**	0	--
I-880	North 1st Street to SR 87	SB	5-6PM	23	3	6,900	5,560	**80.6**	**F**	--	0	0	--	--	--	240	**240**	**3.5%**	0	--
I-880	SR 87 to Coleman Avenue	SB	5-6PM	23	3	6,900	5,560	**80.6**	**F**	--	0	0	--	--	--	240	**240**	**3.5%**	0	--
I-880	Coleman Avenue to The Alameda	SB	5-6PM	23	3	6,900	5,320	77.1	F	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	The Alameda to North Bascom Avenue	SB	5-6PM	32	3	6,900	5,961	62.1	F	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North Bascom Avenue to Stevens Creek Boulevard	SB	5-6PM	46	3	6,900	6,491	47.0	E	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	Stevens Creek Boulevard to I-280	SB	5-6PM	66	3	6,900	5,151	26.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-680	McKee Road to Alum Rock Avenue	SB	5-6PM	31	4	9,200	8,261	**66.6**	**F**	--	0	0	--	--	--	441	**441**	**4.8%**	0	--
I-680	Alum Rock Avenue to Capitol Expressway	SB	5-6PM	68	4	9,200	7,351	27.8	D	--	0	0	--	--	--	481	481	5.2%	0	--
I-680	Capitol Expressway to King Road	SB	5-6PM	66	4	10,120	7,281	25.1	C	--	0	0	--	--	--	601	601	5.9%	0	--
I-680	King Road to US 101	SB	5-6PM	66	4	9,200	5,881	22.3	C	--	0	0	--	--	--	601	601	6.5%	0	--
I-280	US 101 to McLaughlin Avenue	WB	5-6PM	66	4	9,200	7,841	29.9	D	--	0	0	--	--	--	761	761	8.3%	0	--
I-280	McLaughlin Avenue to 10th Street	WB	5-6PM	66	4	9,200	8,101	30.9	D	--	0	0	--	--	--	761	761	8.3%	0	--
I-280	10th Street to SR 87	WB	5-6PM	65	4	9,200	8,156	31.4	D	--	0	0	--	--	--	616	616	6.7%	0	--
I-280	SR 87 to Bird Avenue	WB	5-6PM	19	4	9,200	8,396	84.2	F	--	0	0	--	--	--	6	6	0.1%	0	--
I-280	Bird Avenue to Meridian Avenue	WB	5-6PM	43	4	9,200	8,435	49.0	E	--	0	0	--	--	--	5	5	0.1%	0	--
I-280	Meridian Avenue to I-880	WB	5-6PM	62	4	8,510	7,381	32.2	D	70	1	1,800	1,124	16.1	B	5	1	0.0%	4	0.2%
I-280	I-880 to Winchester Boulevard	WB	5-6PM	64	3	6,900	6,340	33.0	D	70	1	1,800	633	9.0	A	3	0	0.0%	3	0.1%
I-280	Winchester Boulevard to Saratoga Avenue	WB	5-6PM	59	3	6,900	6,550	37.0	D	70	1	1,800	843	12.0	B	3	0	0.0%	3	0.1%
SR 87	US 101 to Skyport Drive	SB	5-6PM	8	2	4,400	2,044	**127.8**	**F**	70	1	1,800	1,846	26.4	D	361	**54**	**1.2%**	308	17.0%
SR 87	Skyport Drive to Taylor Street	SB	5-6PM	16	2	4,400	3,264	**90.7**	**F**	70	1	1,800	1,146	16.4	B	361	**54**	**1.2%**	308	17.0%
SR 87	Taylor Street to Coleman Avenue	SB	5-6PM	14	2	4,400	2,890	**103.2**	**F**	70	1	1,800	2,021	28.9	D	401	**60**	**1.4%**	341	18.9%
SR 87	Coleman Avenue to Julian Street	SB	5-6PM	32	2	4,400	3,970	**62.0**	**F**	70	1	1,800	1,811	25.9	C	401	**60**	**1.4%**	341	18.9%
SR 87	Julian Street to I-280	SB	5-6PM	21	2	4,400	3,392	80.8	F	70	1	1,800	1,092	15.6	B	214	32	0.7%	182	10.1%
SR 87	I-280 to Alma Avenue	SB	5-6PM	15	2	4,400	2,850	95.0	F	70	1	1,800	1,823	26.0	D	3	0	0.0%	3	0.1%
SR 87	Alma Avenue to Almaden Road	SB	5-6PM	18	2	4,400	3,140	87.2	F	70	1	1,800	2,522	36.0	D	2	0	0.0%	2	0.1%
SR 87	Almaden Road to Curtner Avenue	SB	5-6PM	24	2	4,400	3,560	74.2	F	70	1	1,800	1,821	26.0	D	2	0	0.0%	1	0.1%
SR 87	Curtner Avenue to Capitol Expressway	SB	5-6PM	43	2	4,400	4,220	49.1	E	70	1	1,800	1,401	20.0	C	2	0	0.0%	1	0.1%

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.
Box and bold indicate signficant impact

Table 18
36,000-Seat Freeway Segment Level of Service Summary – Elimination of 1,200-Space Garage

				Existing Plus Project												Project Trips				
				Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity
SR 87	Capitol Expressway to Curtner Avenue	NB	5-6PM	65	2	4,400	3,942	30.3	D	70	1	1,800	669	12.4	B	281	42	1.0%	239	13.3%
SR 87	Curtner Avenue to Almaden Road	NB	5-6PM	66	2	4,400	3,718	28.4	D	70	1	1,800	1,183	16.9	B	321	48	1.1%	273	15.2%
SR 87	Almaden Road to Alma Avenue	NB	5-6PM	52	2	4,400	4,436	42.7	D	70	1	1,800	1,216	17.4	B	442	66	1.5%	376	20.9%
SR 87	Alma Avenue to I-280	NB	5-6PM	66	2	4,400	3,742	28.6	D	70	1	1,800	1,110	15.9	B	482	72	1.6%	410	22.8%
SR 87	I-280 to Julian Street	NB	5-6PM	67	2	4,400	2,171	16.3	B	70	1	1,800	585	8.4	A	276	41	0.9%	235	13.0%
SR 87	Julian Street to Coleman Street	NB	5-6PM	66	2	4,400	2,910	22.0	C	70	1	1,800	142	2.0	A	2	0	0.0%	2	0.1%
SR 87	Coleman Street to Taylor Street	NB	5-6PM	67	2	4,400	1,870	14.1	B	70	1	1,800	632	9.0	A	2	0	0.0%	2	0.1%
SR 87	Taylor Street to Skyport Drive	NB	5-6PM	67	2	4,400	2,000	15.0	B	70	1	1,800	212	3.0	A	2	0	0.0%	2	0.1%
SR 87	Skyport Drive to US 101	NB	5-6PM	68	2	4,400	2,510	19.0	C	70	1	1,800	282	4.0	A	2	0	0.0%	2	0.1%
I-280	Saratoga Avenue to Winchester Boulevard	EB	5-6PM	36	3	6,900	6,134	56.8	E	70	1	1,800	2,928	41.8	D	563	84	1.2%	478	26.6%
I-280	Winchester Boulevard to I-880	EB	5-6PM	15	3	6,900	4,364	**97.0**	**F**	70	1	1,800	2,718	38.8	D	563	**84**	**1.2%**	478	26.6%
I-280	I-880 to Meridian Avenue	EB	5-6PM	22	4	9,200	5,365	**61.0**	**F**	40	1	1,800	3,060	**76.5**	**F**	964	**145**	**1.6%**	**820**	**45.5%**
I-280	Meridian Avenue to Bird Avenue	EB	5-6PM	24	4	9,200	8,164	**85.0**	**F**	--	0	0	--	--	--	964	**964**	**10.5%**	0	--
I-280	Bird Avenue to SR 87	EB	5-6PM	24	4	9,200	8,130	**84.7**	**F**	--	0	0	--	--	--	930	**930**	**10.1%**	0	--
I-280	SR 87 to 10th Street	EB	5-6PM	20	4	9,200	7,154	**89.4**	**F**	--	0	0	--	--	--	514	**514**	**5.6%**	0	--
I-280	10th Street to McLaughlin Avenue	EB	5-6PM	57	4	9,200	6,904	39.1	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-280	McLaughlin Avenue to US 101	EB	5-6PM	66	4	9,200	7,344	28.0	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-680	US 101 to King Road	NB	5-6PM	66	4	9,200	6,083	23.0	C	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	King Road to Capitol Expressway	NB	5-6PM	66	4	9,660	7,343	28.7	D	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	Capitol Expressway to Alum Rock Avenue	NB	5-6PM	66	4	9,200	6,083	23.0	C	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	Alum Rock Avenue to McKee Road	NB	5-6PM	66	4	9,200	6,082	23.0	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	I-280 to Stevens Creek Boulevard	NB	5-6PM	66	3	6,900	4,681	23.6	C	--	0	0	--	--	--	121	121	1.7%	0	--
I-880	Stevens Creek Boulevard to North Bascom Avenue	NB	5-6PM	66	3	6,900	5,431	27.6	D	--	0	0	--	--	--	121	121	1.7%	0	--
I-880	North Bascom Avenue to The Alameda	NB	5-6PM	65	3	6,900	5,781	29.6	D	--	0	0	--	--	--	121	121	1.7%	0	--
I-880	The Alameda to Coleman Avenue	NB	5-6PM	64	3	6,900	6,340	33.0	D	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	Coleman Avenue to SR 87	NB	5-6PM	55	3	6,900	6,601	40.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	SR 87 to North 1st Street	NB	5-6PM	63	3	6,900	6,431	34.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North 1st Street to US 101	NB	5-6PM	58	3	6,900	6,622	38.1	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	US 101 to East Brokaw Road	NB	5-6PM	64	3	6,900	6,342	33.0	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	East Brokaw Road to Montague Expressway	NB	5-6PM	66	3	6,900	4,762	24.1	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	Montague Expressway to East Brokaw Road	SB	5-6PM	19	3	6,900	5,312	**93.2**	**F**	--	0	0	--	--	--	402	**402**	**5.8%**	0	--
I-880	East Brokaw Road to US 101	SB	5-6PM	14	3	6,900	4,642	**110.5**	**F**	--	0	0	--	--	--	442	**442**	**6.4%**	0	--
I-880	US 101 to North 1st Street	SB	5-6PM	12	3	6,900	4,262	**118.4**	**F**	--	0	0	--	--	--	442	**442**	**6.4%**	0	--
I-880	North 1st Street to SR 87	SB	5-6PM	23	3	6,900	5,561	**80.6**	**F**	--	0	0	--	--	--	241	**241**	**3.5%**	0	--
I-880	SR 87 to Coleman Avenue	SB	5-6PM	23	3	6,900	5,561	**80.6**	**F**	--	0	0	--	--	--	241	**241**	**3.5%**	0	--
I-880	Coleman Avenue to The Alameda	SB	5-6PM	23	3	6,900	5,320	77.1	F	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	The Alameda to North Bascom Avenue	SB	5-6PM	32	3	6,900	5,961	62.1	F	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North Bascom Avenue to Stevens Creek Boulevard	SB	5-6PM	46	3	6,900	6,491	47.0	E	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	Stevens Creek Boulevard to I-280	SB	5-6PM	66	3	6,900	5,151	26.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-680	McKee Road to Alum Rock Avenue	SB	5-6PM	31	4	9,200	8,262	**66.6**	**F**	--	0	0	--	--	--	442	**442**	**4.8%**	0	--
I-680	Alum Rock Avenue to Capitol Expressway	SB	5-6PM	66	4	9,200	7,352	27.6	D	--	0	0	--	--	--	482	482	5.2%	0	--
I-680	Capitol Expressway to King Road	SB	5-6PM	66	4	10,120	7,283	25.1	C	--	0	0	--	--	--	603	603	6.0%	0	--
I-680	King Road to US 101	SB	5-6PM	66	4	9,200	5,883	22.3	C	--	0	0	--	--	--	603	603	6.6%	0	--
I-280	US 101 to McLaughlin Avenue	WB	5-6PM	66	4	9,200	7,843	29.9	D	--	0	0	--	--	--	763	763	8.3%	0	--
I-280	McLaughlin Avenue to 10th Street	WB	5-6PM	66	4	9,200	8,103	30.9	D	--	0	0	--	--	--	763	763	8.3%	0	--
I-280	10th Street to SR 87	WB	5-6PM	65	4	9,200	8,138	31.3	D	--	0	0	--	--	--	598	598	6.5%	0	--
I-280	SR 87 to Bird Avenue	WB	5-6PM	19	4	9,200	6,393	84.1	F	--	0	0	--	--	--	3	3	0.0%	0	--
I-280	Bird Avenue to Meridian Avenue	WB	5-6PM	43	4	9,200	8,435	49.0	E	--	0	0	--	--	--	5	5	0.1%	0	--
I-280	Meridian Avenue to I-880	WB	5-6PM	62	4	8,510	7,381	32.2	D	70	1	1,800	1,124	16.1	B	5	1	0.0%	4	0.2%
I-280	I-880 to Winchester Boulevard	WB	5-6PM	64	3	6,900	6,340	33.0	D	70	1	1,800	633	9.0	A	3	0	0.0%	3	0.1%
I-280	Winchester Boulevard to Saratoga Avenue	WB	5-6PM	59	3	6,900	6,550	37.0	D	70	1	1,800	843	12.0	B	3	0	0.0%	3	0.1%
SR 87	US 101 to Skyport Drive	SB	5-6PM	8	2	4,400	2,044	**127.8**	**F**	70	1	1,800	1,847	26.4	D	362	**54**	**1.2%**	307	17.1%
SR 87	Skyport Drive to Taylor Street	SB	5-6PM	18	2	4,400	3,264	**90.7**	**F**	70	1	1,800	1,147	16.4	B	362	**54**	**1.2%**	307	17.1%
SR 87	Taylor Street to Coleman Avenue	SB	5-6PM	14	2	4,400	2,890	**103.2**	**F**	70	1	1,800	2,022	28.9	D	402	**60**	**1.4%**	342	19.0%
SR 87	Coleman Avenue to Julian Street	SB	5-6PM	32	2	4,400	3,970	**62.0**	**F**	70	1	1,800	1,812	25.9	C	402	**60**	**1.4%**	342	19.0%
SR 87	Julian Street to I-280	SB	5-6PM	21	2	4,400	3,395	80.8	F	70	1	1,800	1,108	15.8	B	233	35	0.8%	198	11.0%
SR 87	I-280 to Alma Avenue	SB	5-6PM	15	2	4,400	2,850	95.0	F	70	1	1,800	1,823	26.0	D	3	0	0.0%	3	0.1%
SR 87	Alma Avenue to Almaden Road	SB	5-6PM	18	2	4,400	3,140	87.2	F	70	1	1,800	2,522	36.0	D	2	0	0.0%	2	0.1%
SR 87	Almaden Road to Curtner Avenue	SB	5-6PM	24	2	4,400	3,560	74.2	F	70	1	1,800	1,821	26.0	D	2	0	0.0%	1	0.1%
SR 87	Curtner Avenue to Capitol Expressway	SB	5-6PM	43	2	4,400	4,220	49.1	E	70	1	1,800	1,401	20.0	C	2	0	0.0%	1	0.1%

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.
Box and bold indicate signficant impact

Table 19
36,000-Seat Freeway Segment Level of Service Summary – Addition of 1,300 Spaces to HP Pavilion

				Existing Plus Project												Project Trips				
				Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity
SR 87	Capitol Expressway to Curtner Avenue	NB	5-6PM	65	2	4,400	3,942	30.3	D	70	1	1,800	869	12.4	B	281	42	1.0%	239	13.3%
SR 87	Curtner Avenue to Almaden Road	NB	5-6PM	66	2	4,400	3,718	28.4	D	70	1	1,800	1,183	16.9	B	321	48	1.1%	273	15.2%
SR 87	Almaden Road to Alma Avenue	NB	5-6PM	52	2	4,400	4,438	42.7	D	70	1	1,800	1,216	17.4	B	442	66	1.5%	376	20.9%
SR 87	Alma Avenue to I-280	NB	5-6PM	66	2	4,400	3,742	28.6	D	70	1	1,800	1,110	15.9	B	482	72	1.6%	410	22.8%
SR 87	I-280 to Julian Street	NB	5-6PM	67	2	4,400	2,170	16.3	B	70	1	1,800	578	8.3	A	268	40	0.9%	228	12.7%
SR 87	Julian Street to Coleman Street	NB	5-6PM	66	2	4,400	2,910	22.0	C	70	1	1,800	142	2.0	A	2	0	0.0%	2	0.1%
SR 87	Coleman Street to Taylor Street	NB	5-6PM	67	2	4,400	1,870	14.1	B	70	1	1,800	632	9.0	A	2	0	0.0%	2	0.1%
SR 87	Taylor Street to Skyport Drive	NB	5-6PM	67	2	4,400	2,000	15.0	B	70	1	1,800	212	3.0	A	2	0	0.0%	2	0.1%
SR 87	Skyport Drive to US 101	NB	5-6PM	66	2	4,400	2,510	19.0	C	70	1	1,800	282	4.0	A	2	0	0.0%	2	0.1%
I-280	Saratoga Avenue to Winchester Boulevard	EB	5-6PM	36	3	6,900	6,134	56.8	E	70	1	1,800	2,928	41.8	D	563	84	1.2%	478	26.6%
I-280	Winchester Boulevard to I-880	EB	5-6PM	15	3	6,900	4,364	**97.0**	**F**	70	1	1,800	2,718	38.8	D	563	**84**	**1.2%**	**478**	**26.6%**
I-280	I-880 to Meridian Avenue	EB	5-6PM	22	4	9,200	5,365	**61.0**	**F**	40	1	1,800	3,060	**76.5**	**F**	964	**145**	**1.6%**	**820**	**45.5%**
I-280	Meridian Avenue to Bird Avenue	EB	5-6PM	24	4	9,200	8,164	**85.0**	**F**	--	0	0	--	--	--	964	**964**	**10.5%**	0	--
I-280	Bird Avenue to SR 87	EB	5-6PM	24	4	9,200	8,082	**84.2**	**F**	--	0	0	--	--	--	882	**882**	**9.6%**	0	--
I-280	SR 87 to 10th Street	EB	5-6PM	20	4	9,200	7,088	**88.6**	**F**	--	0	0	--	--	--	448	**448**	**4.9%**	0	--
I-280	10th Street to McLaughlin Avenue	EB	5-6PM	57	4	9,200	8,904	39.1	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-280	McLaughlin Avenue to US 101	EB	5-6PM	66	4	9,200	7,344	28.0	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-680	US 101 to King Road	NB	5-6PM	66	4	9,200	6,083	23.0	C	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	King Road to Capitol Expressway	NB	5-6PM	68	4	9,660	7,343	26.7	D	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	Capitol Expressway to Alum Rock Avenue	NB	5-6PM	66	4	9,200	6,083	23.0	C	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	Alum Rock Avenue to McKee Road	NB	5-6PM	66	4	9,200	6,082	23.0	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	I-280 to Stevens Creek Boulevard	NB	5-6PM	66	3	6,900	4,681	23.6	C	--	0	0	--	--	--	121	121	1.7%	0	--
I-880	Stevens Creek Boulevard to North Bascom Avenue	NB	5-6PM	66	3	6,900	5,431	27.6	D	--	0	0	--	--	--	121	121	1.7%	0	--
I-880	North Bascom Avenue to The Alameda	NB	5-6PM	65	3	6,900	5,781	29.6	D	--	0	0	--	--	--	121	121	1.7%	0	--
I-880	The Alameda to Coleman Avenue	NB	5-6PM	64	3	6,900	6,340	33.0	D	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	Coleman Avenue to SR 87	NB	5-6PM	55	3	6,900	6,601	40.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	SR 87 to North 1st Street	NB	5-6PM	63	3	6,900	6,431	34.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North 1st Street to US 101	NB	5-6PM	58	3	6,900	6,622	38.1	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	US 101 to East Brokaw Road	NB	5-6PM	64	3	6,900	6,342	33.0	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	East Brokaw Road to Montague Expressway	NB	5-6PM	66	3	6,900	4,762	24.1	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	Montague Expressway to East Brokaw Road	SB	5-6PM	19	3	6,900	5,312	**93.2**	**F**	--	0	0	--	--	--	402	**402**	**5.8%**	0	--
I-880	East Brokaw Road to US 101	SB	5-6PM	14	3	6,900	4,842	**110.5**	**F**	--	0	0	--	--	--	442	**442**	**6.4%**	0	--
I-880	US 101 to North 1st Street	SB	5-6PM	12	3	6,900	4,262	**118.4**	**F**	--	0	0	--	--	--	442	**442**	**6.4%**	0	--
I-880	North 1st Street to SR 87	SB	5-6PM	23	3	6,900	5,561	**80.6**	**F**	--	0	0	--	--	--	241	**241**	**3.5%**	0	--
I-880	SR 87 to Coleman Avenue	SB	5-6PM	23	3	6,900	5,561	**80.6**	**F**	--	0	0	--	--	--	241	**241**	**3.5%**	0	--
I-880	Coleman Avenue to The Alameda	SB	5-6PM	23	3	6,900	5,320	77.1	F	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	The Alameda to North Bascom Avenue	SB	5-6PM	32	3	6,900	5,961	62.1	F	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North Bascom Avenue to Stevens Creek Boulevard	SB	5-6PM	46	3	6,900	6,491	47.0	E	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	Stevens Creek Boulevard to I-280	SB	5-6PM	66	3	6,900	5,151	26.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-680	McKee Road to Alum Rock Avenue	SB	5-6PM	31	4	9,200	8,262	**66.6**	**F**	--	0	0	--	--	--	442	**442**	**4.8%**	0	--
I-680	Alum Rock Avenue to Capitol Expressway	SB	5-6PM	68	4	9,200	7,352	27.8	D	--	0	0	--	--	--	482	482	5.2%	0	--
I-680	Capitol Expressway to King Road	SB	5-6PM	66	4	10,120	7,283	25.1	C	--	0	0	--	--	--	603	603	6.0%	0	--
I-680	King Road to US 101	SB	5-6PM	68	4	9,200	5,883	22.3	C	--	0	0	--	--	--	603	603	6.6%	0	--
I-280	US 101 to McLaughlin Avenue	WB	5-6PM	66	4	9,200	7,843	29.9	D	--	0	0	--	--	--	763	763	8.3%	0	--
I-280	McLaughlin Avenue to 10th Street	WB	5-6PM	66	4	9,200	8,103	30.9	D	--	0	0	--	--	--	763	763	8.3%	0	--
I-280	10th Street to SR 87	WB	5-6PM	65	4	9,200	8,160	31.4	D	--	0	0	--	--	--	620	620	6.7%	0	--
I-280	SR 87 to Bird Avenue	WB	5-6PM	19	4	9,200	6,393	84.1	F	--	0	0	--	--	--	3	3	0.0%	0	--
I-280	Bird Avenue to Meridian Avenue	WB	5-6PM	43	4	9,200	8,435	49.0	E	--	0	0	--	--	--	5	5	0.1%	0	--
I-280	Meridian Avenue to I-880	WB	5-6PM	62	4	8,510	7,381	32.2	D	70	1	1,800	1,124	16.1	B	5	1	0.0%	4	0.2%
I-280	I-880 to Winchester Boulevard	WB	5-6PM	64	3	6,900	6,340	33.0	D	70	1	1,800	633	9.0	A	3	0	0.0%	3	0.1%
I-280	Winchester Boulevard to Saratoga Avenue	WB	5-6PM	59	3	6,900	6,550	37.0	D	70	1	1,800	843	12.0	B	3	0	0.0%	3	0.1%
SR 87	US 101 to Skyport Drive	SB	5-6PM	8	2	4,400	2,044	**127.8**	**F**	70	1	1,800	1,847	26.4	D	362	**54**	**1.2%**	307	17.1%
SR 87	Skyport Drive to Taylor Street	SB	5-6PM	18	2	4,400	3,264	**90.7**	**F**	70	1	1,800	1,147	16.4	B	362	**54**	**1.2%**	307	17.1%
SR 87	Taylor Street to Coleman Avenue	SB	5-6PM	14	2	4,400	2,890	**103.2**	**F**	70	1	1,800	2,022	28.9	D	402	**60**	**1.4%**	342	19.0%
SR 87	Coleman Avenue to Julian Street	SB	5-6PM	32	2	4,400	3,970	**62.0**	**F**	70	1	1,800	1,812	25.9	C	402	**60**	**1.4%**	342	19.0%
SR 87	Julian Street to I-280	SB	5-6PM	21	2	4,400	3,391	80.7	F	70	1	1,800	1,084	15.5	B	205	31	0.7%	174	9.7%
SR 87	I-280 to Alma Avenue	SB	5-6PM	15	2	4,400	2,850	95.0	F	70	1	1,800	1,823	26.0	D	3	0	0.0%	3	0.1%
SR 87	Alma Avenue to Almaden Road	SB	5-6PM	18	2	4,400	3,140	87.2	F	70	1	1,800	2,522	36.0	D	2	0	0.0%	2	0.1%
SR 87	Almaden Road to Curtner Avenue	SB	5-6PM	24	2	4,400	3,560	74.2	F	70	1	1,800	1,821	26.0	D	2	0	0.0%	1	0.1%
SR 87	Curtner Avenue to Capitol Expressway	SB	5-6PM	43	2	4,400	4,220	49.1	E	70	1	1,800	1,401	20.0	C	2	0	0.0%	1	0.1%

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.
Box and bold indicate significant impact

5. Cumulative Conditions

An analysis was conducted of the traffic conditions that would occur with implementation of the proposed project plus other potential development in the area. The cumulative scenario analyzes the 5:00-6:00 PM and 6:00-7:00 PM time period with simultaneous events. The original 2006 traffic study analyzed only the 6:00-7:00 PM time period since it is during the 6:00-7:00 PM time period that project impacts would be the greatest as indicated by the project conditions analysis. Though background traffic volumes are greater during the typical 4:30-5:30 PM time period, the magnitude of traffic added by cumulative hockey and baseball games is much greater during the 6:00-7:00 PM time period and has a greater project effect on traffic operations surrounding the Arena and proposed Ballpark site. Nevertheless, analysis for the 5:00-6:00 PM time period was completed as part of this supplemental analysis to verify the effects of project traffic during each time period.

Cumulative Traffic Volumes

To represent other potential development, buildout of downtown San José as outlined with the *Strategy 2000* plan was assumed. The *Strategy 2000* plan identifies projected levels of development that may occur over the next 20 years in and surrounding the downtown area. The potential development levels were based upon existing parcels that may be developed or redeveloped, but did not identify specific development for individual parcels. Thus, the *Strategy 2000* plan provides for a maximum development thresholds. Trips associated with the projected development were developed with a traffic forecasting model which included future development growth throughout the Bay Area. The trips associated with the *Strategy 2000* projected development were added to the simultaneous-events project scenario to represent cumulative conditions. It should be noted that under the *Strategy 2000* buildout, intensified development was assumed for the stadium site: mostly residential development. This intensified development was not subtracted from the overall level of development modeled here (i.e., this cumulative scenario includes a small component of double-counted trips).

Additionally, trips associated with the planned extension of the Bay Area Rapid Transit (BART) to San Jose were also included under cumulative conditions. At present, the BART project is further along in its environmental review process than the High Speed Rail (HSR) project and thus detailed information regarding BART's effect on traffic is now available. Therefore, the BART project is included within the cumulative analysis, whereas, the HSR project is not because the necessary environmental studies for the HSR project are only in the preliminary stages of preparation. The detailed information regarding HSR station and parking facility locations necessary to complete a quantitative analysis of the HSR project under cumulative conditions is not available at this time.

The added trips due to downtown buildout were taken from the *Downtown Strategy 2000 Study,* dated January 7, 2005. Trips for the BART extension were taken from the traffic study completed for the proposed Diridon Station, dated December 23, 2008. These trips were added to the simultaneous-event project scenario to represent cumulative conditions. The Strategy 2000 and BART studies focused on the PM peak hour of commute traffic, which is 4:30-5:30 PM, since both of these projects are anticipated to generate the greater amount of traffic during that hour. To represent the 6:00-7:00 PM time period, the PM peak hour (4:30-5:30 PM) downtown trips were factored by 70%, which is the relationship between the amount of vehicular traffic on the roadway network during the 6:00-7:00 PM time period in comparison to the amount of traffic during the 4:30-5:30 PM time period, as found through an examination of the existing traffic counts during those respective periods.

The potential soccer stadium project that is to be considered at some point in the future is not specifically included in this cumulative traffic analysis. As mentioned above, only the *Strategy 2000* build out and BART project trips are included in the cumulative traffic analysis. The potential soccer stadium would add traffic to only 2 of the 24 ballpark study intersections during the 6:00-7:00 PM time period. The soccer stadium would add less than 10 trips per movement at both those intersections. These minimal amounts of additional vehicular trips at these two intersections do not translate into any change in the cumulative traffic analysis set forth in this study.

The cumulative scenario includes the recommended improvements described under project conditions, but does not include any other transportation network improvements. The peak-hour intersection volumes at each study intersection are presented in tabular and graphical forms in Appendix B.

Cumulative Intersection Levels of Service

Single-Event 5-6PM Cumulative Intersection Analysis

Tables 20 and 21 present the single-event 5:00-6:00 PM levels of service summary for the 32,000 and 36,000-seat alternatives, respectively, for each of the three parking scenarios. The results show that eight intersections would operate worse than LOS D under cumulative conditions for both the 32,000 and 36,000-seat alternatives and each of the parking scenarios. The project would contribute to a cumulatively significant impact at only the intersection of Autumn Street and Santa Clara Street. Potential mitigation for the intersection of Autumn Street and Santa Clara Street is described below for the 6:00-7:00 PM time period analysis.

As is described below, only five intersections are projected to operate at LOS E or worse conditions under cumulative conditions during the 6:00-7:00 PM time period (compared to eight intersections during the 5:00-6:00 time period). Although the cumulative 5:00-6:00 PM scenario has three additional intersections that operate below the City's LOS standard, the degradation of LOS is caused by other projects included in the cumulative scenario (mainly the several projects approved through the Strategy 2000). The amount of vehicular trips added by the Ballpark during the 5:00-6:00 time period is not sufficient to be considered cumulatively significant in comparison with the overall cumulative volumes.

Simultaneous-Event 6-7PM Cumulative Intersection Analyses

Tables 22 and 23 present the simultaneous-event levels of service summary for the 32,000 and 36,000-seat alternatives, respectively, for each of the three parking scenarios. Under the 1,200-space garage scenario, the results show that five intersections would operate worse than LOS D under cumulative conditions for both the 32,000 and 36,000-seat alternatives. With the elimination of the 1,200-space garage, the results show that four intersections would operate worse than LOS D under cumulative conditions for both the 32,000 and 36,000-seat alternatives. With the addition of 1,300 spaces to HP Pavilion lot, the results show that four and five intersections would operate worse than LOS D under cumulative conditions for the 32,000 and 36,000-seat alternatives, respectively. The addition of project traffic to each of the intersections would contribute to a cumulatively significant impact, but all of the

Table 20
32,000-Seat Single-Event 5-6 PM Cumulative Levels of Service Summary

Study Number	Intersection	With 1,200-Space Garage Cumulative Ave. Delay	LOS	Percent Project Contribution	Elimination of 1,200-Space Garage Cumulative Ave. Delay	LOS	Percent Project Contribution	Addition of 1,300 Spaces to HP Lot Cumulative Ave. Delay	LOS	Percent Project Contribution
1	NB SR 87 Ramps and W. Julian St.*	**68.4**	E	12%	**69.0**	E	13%	**68.8**	E	12%
2	SB SR 87 Ramps and W. Julian St.*	32.6	C	19%	31.2	C	18%	33.4	C	20%
3	NB SR 87 Ramp and Santa Clara St.*	20.3	C	65%	20.7	C	64%	20.5	C	66%
4	NB I 280 Ramps and Bird Ave.*	**87.5**	F	18%	**88.4**	F	14%	**87.8**	F	16%
5	SB I 280 Ramps and Bird Ave.*	34.7	C	36%	34.8	C	31%	34.6	C	34%
6	S. Autumn St. and Santa Clara St.*	**64.9**	E	**27%**	**62.0**	E	24%	**81.5**	F	**29%**
7	Bird Ave and W. San Carlos St.*	**57.4**	E	22%	**58.0**	E	19%	**57.5**	E	21%
8	SR 87 and Woz Way	12.7	B	23%	12.9	B	26%	12.7	B	23%
9	S. Autumn St. and W. San Fernando St.	52.1	D	17%	52.7	D	13%	52.5	D	15%
10	Bird Ave. and Auzerais Ave.	40.7	D	19%	41.0	D	15%	40.8	D	18%
11	Delmas Ave. and Auzerais Ave.	17.9	B	0%	17.9	B	0%	17.9	B	0%
12	Woz Way and Auzerais Ave.	28.4	C	22%	28.1	C	24%	28.4	C	21%
13	Delmas Ave. and Park Ave.	**80.9**	F	17%	**80.1**	F	19%	**79.7**	E	17%
14	Delmas Ave. and W. San Carlos St.	27.1	C	26%	27.2	C	29%	27.1	C	26%
15	S. Autumn St. and Park Ave.	42.7	D	19%	42.9	D	15%	42.8	D	18%
16	Woz Way and Park Ave.	26.4	C	24%	26.4	C	26%	26.4	C	23%
17	Woz Way and W. San Carlos St.	28.9	C	53%	29.2	C	57%	28.9	C	53%
18	Delmas Ave. and W. San Fernando St.	**217.8**	F	18%	**212.2**	F	16%	**211.5**	F	16%
19	Montgomery St. and Santa Clara St. *	48.6	D	33%	49.2	D	33%	48.9	D	43%
20	Montgomery St. and San Fernando St.	17.0	B	9%	17.0	B	9%	17.0	B	9%
21	San Carlos St. and Lincoln Ave.	51.0	D	15%	51.0	D	15%	51.0	D	15%
22	San Carlos St. and Meridian Ave.	**58.3**	E	7%	**58.4**	E	8%	**58.4**	E	8%
23	The Alameda and Taylor St./ Naglee Ave. *	**62.7**	E	13%	**62.7**	E	13%	**62.7**	E	13%
24	The Alameda and Hedding St. *	34.7	C	25%	34.7	C	25%	34.7	C	25%

* Denotes CMP Intersection
Bold Bold indicates deficient intersection operations
Box and bold indicates significant impact

Table 21
36,000-Seat Single-Event 5-6 PM Cumulative Levels of Service Summary

Study Number	Intersection	With 1,200-Space Garage Cumulative Ave. Delay	LOS	Percent Project Contribution	Elimination of 1,200-Space Garage Cumulative Ave. Delay	LOS	Percent Project Contribution	Addition of 1,300 Spaces to HP Lot Cumulative Ave. Delay	LOS	Percent Project Contribution
1	NB SR 87 Ramps and W. Julian St.*	**69.3**	E	13%	**69.9**	E	14%	**69.7**	E	13%
2	SB SR 87 Ramps and W. Julian St.*	32.7	C	20%	31.3	C	19%	33.5	C	21%
3	NB SR 87 Ramp and Santa Clara St.*	20.8	C	67%	21.2	C	66%	20.9	C	68%
4	NB I 280 Ramps and Bird Ave.*	**87.5**	F	18%	**88.4**	F	14%	**87.8**	F	17%
5	SB I 280 Ramps and Bird Ave.*	35.0	D	37%	35.2	D	32%	35.0	C	35%
6	S. Autumn St. and Santa Clara St.*	**65.3**	E	**28%**	**62.3**	E	24%	**81.6**	F	**30%**
7	Bird Ave and W. San Carlos St.*	**58.0**	E	23%	**58.6**	E	20%	**58.1**	E	21%
8	SR 87 and Woz Way	12.9	B	27%	13.0	B	29%	12.9	B	26%
9	S. Autumn St. and W. San Fernando St.	52.3	D	17%	52.8	D	14%	52.6	D	15%
10	Bird Ave. and Auzerais Ave.	40.7	D	20%	41.0	D	15%	40.8	D	18%
11	Delmas Ave. and Auzerais Ave.	17.9	B	1%	17.9	B	1%	17.9	B	1%
12	Woz Way and Auzerais Ave.	28.0	C	25%	27.7	C	27%	28.0	C	25%
13	Delmas Ave. and Park Ave.	**81.6**	F	20%	**81.4**	F	21%	**80.2**	F	19%
14	Delmas Ave. and W. San Carlos St.	27.2	C	30%	27.3	C	32%	27.2	C	29%
15	S. Autumn St. and Park Ave.	42.8	D	20%	43.0	D	16%	42.9	D	18%
16	Woz Way and Park Ave.	26.4	C	27%	26.4	C	30%	26.4	C	27%
17	Woz Way and W. San Carlos St.	29.3	C	58%	29.5	C	61%	29.3	C	57%
18	Delmas Ave. and W. San Fernando St.	**218.5**	F	19%	**213.5**	F	17%	**212.4**	F	16%
19	Montgomery St. and Santa Clara St. *	49.3	D	34%	49.9	D	34%	49.5	D	43%
20	Montgomery St. and San Fernando St.	17.0	B	9%	17.0	B	9%	17.0	B	9%
21	San Carlos St. and Lincoln Ave.	51.2	D	16%	51.2	D	16%	51.2	D	16%
22	San Carlos St. and Meridian Ave.	**58.9**	E	8%	**58.9**	E	8%	**58.9**	E	8%
23	The Alameda and Taylor St./ Naglee Ave. *	**63.5**	E	14%	**63.5**	E	14%	**63.5**	E	14%
24	The Alameda and Hedding St. *	34.8	C	27%	34.8	C	27%	34.8	C	27%

* Denotes CMP Intersection
Bold Bold indicates deficient intersection operations
Box and bold indicates significant impact

Table 22
32,000-Seat Simultaneous-Event 6-7 PM Cumulative Levels of Service Summary

Study Number	Intersection	With 1,200-Space Garage Cumulative Ave. Delay	LOS	Percent Project Contribution	Elimination of 1,200-Space Garage Cumulative Ave. Delay	LOS	Percent Project Contribution	Addition of 1,300 Spaces to HP Lot Cumulative Ave. Delay	LOS	Percent Project Contribution
1	NB SR 87 Ramps and W. Julian St.*	**66.9**	**E**	**38%**	**72.3**	**E**	**40%**	**66.0**	**E**	**39%**
2	SB SR 87 Ramps and W. Julian St.*	24.3	C	30%	24.0	C	30%	24.8	C	33%
3	NB SR 87 Ramp and Santa Clara St.*	23.1	C	77%	25.1	C	76%	23.4	C	79%
4	NB I 280 Ramps and Bird Ave.*	31.0	C	26%	31.1	C	16%	30.9	C	23%
5	SB I 280 Ramps and Bird Ave.*	37.4	D	53%	36.5	D	46%	36.6	D	50%
6	S. Autumn St. and Santa Clara St.*	**58.0**	**E**	**35%**	48.0	D	26%	**74.6**	**E**	**40%**
7	Bird Ave and W. San Carlos St.*	**55.2**	**E**	**31%**	**56.0**	**E**	**25%**	54.9	D	29%
8	SR 87 and Woz Way	11.1	B	57%	11.1	B	60%	11.1	B	57%
9	S. Autumn St. and W. San Fernando St.	45.6	D	29%	43.6	D	20%	44.7	D	25%
10	Bird Ave. and Auzerais Ave.	31.1	C	27%	31.5	C	16%	31.2	C	24%
11	Delmas Ave. and Auzerais Ave.	16.5	B	6%	16.5	B	6%	16.5	B	6%
12	Woz Way and Auzerais Ave.	20.9	C	55%	20.3	C	57%	21.0	C	55%
13	Delmas Ave. and Park Ave.	**75.0**	**E**	**56%**	**79.5**	**E**	**58%**	**73.8**	**E**	**55%**
14	Delmas Ave. and W. San Carlos St.	27.6	C	37%	27.8	C	39%	27.6	C	37%
15	S. Autumn St. and Park Ave.	18.0	B	43%	18.5	B	30%	18.0	B	40%
16	Woz Way and Park Ave.	25.4	C	54%	26.1	C	57%	25.3	C	54%
17	Woz Way and W. San Carlos St.	29.1	C	79%	30.0	C	80%	29.0	C	78%
18	Delmas Ave. and W. San Fernando St.	26.1	C	30%	25.9	C	27%	25.5	C	25%
19	Montgomery St. and Santa Clara St. *	**74.3**	**E**	**32%**	**76.9**	**E**	**32%**	**88.1**	**F**	**57%**
20	Montgomery St. and San Fernando St.	16.2	B	0%	16.2	B	0%	16.2	B	0%
21	San Carlos St. and Lincoln Ave.	43.0	D	34%	43.0	D	34%	43.0	D	34%
22	San Carlos St. and Meridian Ave.	47.9	D	20%	47.9	D	20%	47.9	D	20%
23	The Alameda and Taylor St./ Naglee Ave. *	46.8	D	31%	46.8	D	31%	46.8	D	31%
24	The Alameda and Hedding St. *	32.9	C	51%	32.9	C	51%	32.9	C	51%

* Denotes CMP Intersection
Box and bold indicates deficient intersection operations

Table 23
36,000-Seat Simultaneous-Event 6-7 PM Cumulative Levels of Service Summary

Study Number	Intersection	With 1,200-Space Garage Cumulative Ave. Delay	LOS	Percent Project Contribution	Elimination of 1,200-Space Garage Cumulative Ave. Delay	LOS	Percent Project Contribution	Addition of 1,300 Spaces to HP Lot Cumulative Ave. Delay	LOS	Percent Project Contribution
1	NB SR 87 Ramps and W. Julian St.*	**74.0**	**E**	**41%**	**80.7**	**F**	**43%**	**73.0**	**E**	**41%**
2	SB SR 87 Ramps and W. Julian St.*	24.8	C	33%	24.6	C	32%	25.2	C	35%
3	NB SR 87 Ramp and Santa Clara St.*	25.6	C	79%	29.4	C	78%	25.6	C	81%
4	NB I 280 Ramps and Bird Ave.*	31.0	C	28%	31.2	C	17%	31.0	C	25%
5	SB I 280 Ramps and Bird Ave.*	38.7	D	55%	37.6	D	48%	37.7	D	53%
6	S. Autumn St. and Santa Clara St.*	**59.9**	**E**	**37%**	49.1	D	29%	**75.4**	**E**	**42%**
7	Bird Ave and W. San Carlos St.*	**56.9**	**E**	**33%**	**57.8**	**E**	**28%**	**56.6**	**E**	**31%**
8	SR 87 and Woz Way	11.1	B	60%	11.1	B	62%	11.1	B	60%
9	S. Autumn St. and W. San Fernando St.	48.0	D	30%	45.2	D	22%	46.7	D	27%
10	Bird Ave. and Auzerais Ave.	31.1	C	28%	31.5	C	18%	31.2	C	25%
11	Delmas Ave. and Auzerais Ave.	16.5	B	6%	16.5	B	6%	16.5	B	6%
12	Woz Way and Auzerais Ave.	20.2	C	58%	19.7	B	60%	20.3	C	58%
13	Delmas Ave. and Park Ave.	**81.6**	**F**	**59%**	**87.3**	**F**	**61%**	**80.2**	**F**	**58%**
14	Delmas Ave. and W. San Carlos St.	27.8	C	40%	28.0	C	42%	27.8	C	40%
15	S. Autumn St. and Park Ave.	18.0	B	44%	18.6	B	33%	18.1	B	42%
16	Woz Way and Park Ave.	26.3	C	57%	27.5	C	59%	26.2	C	57%
17	Woz Way and W. San Carlos St.	30.3	C	81%	31.6	C	82%	30.1	C	80%
18	Delmas Ave. and W. San Fernando St.	26.6	C	32%	26.4	C	29%	26.0	C	27%
19	Montgomery St. and Santa Clara St. *	**77.4**	**E**	**34%**	**80.1**	**F**	**34%**	**90.6**	**F**	**58%**
20	Montgomery St. and San Fernando St.	16.2	B	0%	16.2	B	0%	16.2	B	0%
21	San Carlos St. and Lincoln Ave.	43.1	D	37%	43.1	D	37%	43.1	D	37%
22	San Carlos St. and Meridian Ave.	48.4	D	22%	48.4	D	22%	48.4	D	22%
23	The Alameda and Taylor St./ Naglee Ave. *	47.8	D	33%	47.9	D	33%	47.9	D	33%
24	The Alameda and Hedding St. *	33.1	C	53%	33.2	C	54%	33.2	C	54%

* Denotes CMP Intersection
Box and bold indicates deficient intersection operations

intersections are within the San Jose Downtown area and, thus, are exempt from the City's Level of Service policy. These intersections also were shown to operate at LOS E or F in the Downtown Traffic Study. Their mitigation, as described in the Downtown Strategy 2000 Study, is as followed:

Julian and SR 87 NB Ramps: Implementation of the Downtown Strategy 2000 Study improvements that include the addition of exclusive through and right-turn lanes on Notre Dame Street, the addition of an exclusive westbound right-turn lane on Julian Street, and changes to the signal phasing would mitigate the ballpark impact at this intersection under cumulative conditions. The improvements also are part of the Julian Realignment project that is currently being studied.

Autumn Street and Santa Clara Street: The mitigation in the Downtown Strategy 2000 Study is the construction of two westbound left-turn lanes. The improvement already has been assumed in this ballpark cumulative analysis, and the Level of Service still is LOS E. Though the intersection of Santa Clara Street and S. Autumn Street is exempt from the City's Level of Service Policy and the project is not required to provide mitigation, there are operational improvements that can be implemented to improve operating levels. The addition of a second left-turn lane from northbound S. Autumn Street to westbound Santa Clara Street would improve operating levels of the intersection to LOS D.

Bird Avenue and San Carlos Street: The Downtown Strategy 2000 Study showed this intersection to operate at LOS F with downtown buildout, improving to LOS E with the addition of a second northbound to westbound left turn lane. This analysis includes the additional left turn lane as part of the Bird Avenue improvements that will be completed by the project. This analysis shows the same LOS E as the Downtown Strategy 2000 Study for this intersection with the improvement. Since LOS E still does not meet the City's typical LOS D standard, the Downtown Strategy 2000 Study includes the following language: "this intersection would continue to operate at an unacceptable level of service during the PM peak hour. The impact at this intersection is significant and unavoidable."

Montgomery Street and Santa Clara Street: The mitigation in the Downtown Strategy 2000 Study is the Autumn Street connection to Coleman. This already has been assumed in this ballpark cumulative analysis, and the Level of Service still is LOS F. Further physical improvements would not be feasible or prudent. Therefore, this impact should be considered significant and unavoidable.

Delmas and Park: The mitigation in the Downtown Strategy 2000 Study is the addition of a second southbound through lane. This already has been assumed in this ballpark cumulative analysis, and the Level of Service still is LOS F. Further physical improvements would not be feasible or prudent. Therefore, this impact should be considered significant and unavoidable.

The intersections of Julian/SR 87 NB Ramps and Delmas/Park as well as two additional intersections were shown to operate worse than LOS D under cumulative conditions in the original traffic analysis.

Cumulative Freeway Analysis

The peak hour traffic volumes for the study freeway segments for cumulative conditions were developed by applying a growth factor to the existing peak hour traffic volumes. The growth factor was calculated utilizing CMP annual data for the years 2004-2008. Historical growth along the studied freeway segments indicates a 1% average annual growth rate in traffic volumes along the studied freeway segments. Therefore, the 1% growth rate was applied to the 2008 CMP freeway segment traffic volumes for a period of ten years.

The freeway segment levels of service under cumulative conditions for the 32,000 and 36,000 seats are presented in Tables 24 through 29. According to the CMP's definition of significance, each of the project alternatives with each of the three parking scenarios would contribute to a cumulatively significant adverse impact on the following 16 freeway segments:

- SR 87 southbound between Coleman Avenue and Julian Street
- SR 87 southbound between Coleman Avenue and Taylor Street
- SR 87 southbound between Taylor Street and Skyport Drive
- SR 87 southbound between Skyport Drive and US 101
- I-280 eastbound between Saratoga Avenue and Winchester Boulevard
- I-280 eastbound between Winchester Boulevard and I-880
- I-280 eastbound between I-880 and Meridian Avenue
- I-280 eastbound between Meridian Avenue and Bird Avenue
- I-280 eastbound between Bird Avenue and SR 87
- I-280 eastbound between SR 87 and Tenth Street
- I-680 southbound between Alum Rock Avenue and Mckee Road
- I-880 southbound between Coleman Avenue and SR 87
- I-880 southbound between SR 87 and North 1st Street
- I-880 southbound between North 1st Street and US 101
- I-880 southbound between US 101 and East Brokaw Road
- I-880 southbound between East Brokaw Road and Montague Expressway

Improvements to mitigate significant cumulative impacts on freeway segments are infeasible due to right-of-way constraints and the land use impacts associated with acquiring additional right-of-way as described under project conditions.

Table 24
32,000-Seat Cumulative Freeway Segment Level of Service Summary – With 1,200-Space Garage

				Cumulative Plus Project												Project Trips				
				Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity
SR 87	Capitol Expressway to Curtner Avenue	NB	5-6PM	65	2	4,400	4,328	33.3	D	70	1	1,800	906	12.9	B	250	38	0.9%	213	11.8%
SR 87	Curtner Avenue to Almaden Road	NB	5-6PM	66	2	4,400	4,080	31.1	D	70	1	1,800	1,244	17.8	B	286	43	1.0%	243	13.5%
SR 87	Almaden Road to Alma Avenue	NB	5-6PM	52	2	4,400	4,868	46.8	E	70	1	1,800	1,258	18.0	B	393	59	1.3%	334	18.6%
SR 87	Alma Avenue to I-280	NB	5-6PM	66	2	4,400	4,101	31.3	D	70	1	1,800	1,135	16.2	B	429	64	1.5%	365	20.3%
SR 87	I-280 to Julian Street	NB	5-6PM	67	2	4,400	2,378	17.9	B	70	1	1,800	581	8.3	A	230	35	0.8%	196	10.9%
SR 87	Julian Street to Coleman Street	NB	5-6PM	66	2	4,400	3,201	24.3	C	70	1	1,800	156	2.2	A	2	0	0.0%	2	0.1%
SR 87	Coleman Street to Taylor Street	NB	5-6PM	67	2	4,400	2,057	15.5	B	70	1	1,800	695	9.9	A	2	0	0.0%	2	0.1%
SR 87	Taylor Street to Skyport Drive	NB	5-6PM	67	2	4,400	2,200	16.5	B	70	1	1,800	233	3.3	A	2	0	0.0%	2	0.1%
SR 87	Skyport Drive to US 101	NB	5-6PM	66	2	4,400	2,761	20.9	C	70	1	1,800	310	4.4	A	2	0	0.0%	2	0.1%
I-280	Saratoga Avenue to Winchester Boulevard	EB	5-6PM	36	3	6,900	6,730	**62.3**	**F**	70	1	1,800	3,120	44.6	D	501	**75**	**1.1%**	425	23.6%
I-280	Winchester Boulevard to I-880	EB	5-6PM	15	3	6,900	4,783	**106.3**	**F**	70	1	1,800	2,889	41.3	D	501	**75**	**1.1%**	425	23.6%
I-280	I-880 to Meridian Avenue	EB	5-6PM	22	4	9,200	5,871	**66.7**	**F**	40	1	1,800	3,193	**79.8**	**F**	858	**129**	**1.4%**	**729**	**40.5%**
I-280	Meridian Avenue to Bird Avenue	EB	5-6PM	24	4	9,200	8,778	**91.4**	**F**	--	0	0	--	--	--	858	**858**	**9.3%**	0	--
I-280	Bird Avenue to SR 87	EB	5-6PM	24	4	9,200	8,655	**90.2**	**F**	--	0	0	--	--	--	735	**735**	**8.0%**	0	--
I-280	SR 87 to 10th Street	EB	5-6PM	20	4	9,200	7,681	**96.0**	**F**	--	0	0	--	--	--	377	**377**	**4.1%**	0	--
I-280	10th Street to McLaughlin Avenue	EB	5-6PM	57	4	9,200	9,794	43.0	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-280	McLaughlin Avenue to US 101	EB	5-6PM	66	4	9,200	8,078	30.8	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-680	US 101 to King Road	NB	5-6PM	66	4	9,200	6,691	25.3	C	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	King Road to Capitol Expressway	NB	5-6PM	66	4	9,660	8,077	29.4	D	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	Capitol Expressway to Alum Rock Avenue	NB	5-6PM	66	4	9,200	6,690	25.3	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-680	Alum Rock Avenue to McKee Road	NB	5-6PM	66	4	9,200	6,690	25.3	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	I-280 to Stevens Creek Boulevard	NB	5-6PM	66	3	6,900	5,123	25.9	C	--	0	0	--	--	--	107	107	1.6%	0	--
I-880	Stevens Creek Boulevard to North Bascom Avenue	NB	5-6PM	66	3	6,900	5,948	30.3	D	--	0	0	--	--	--	107	107	1.6%	0	--
I-880	North Bascom Avenue to The Alameda	NB	5-6PM	65	3	6,900	6,333	32.5	D	--	0	0	--	--	--	107	107	1.6%	0	--
I-880	The Alameda to Coleman Avenue	NB	5-6PM	64	3	6,900	6,974	36.3	D	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	Coleman Avenue to SR 87	NB	5-6PM	55	3	6,900	7,261	44.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	SR 87 to North 1st Street	NB	5-6PM	63	3	6,900	7,074	37.4	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North 1st Street to US 101	NB	5-6PM	58	3	6,900	7,284	41.9	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	US 101 to East Brokaw Road	NB	5-6PM	64	3	6,900	6,976	36.3	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	East Brokaw Road to Montague Expressway	NB	5-6PM	66	3	6,900	5,238	26.5	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	Montague Expressway to East Brokaw Road	SB	5-6PM	19	3	6,900	5,759	**101.0**	**F**	--	0	0	--	--	--	358	**358**	**5.2%**	0	--
I-880	East Brokaw Road to US 101	SB	5-6PM	14	3	6,900	5,013	**119.4**	**F**	--	0	0	--	--	--	393	**393**	**5.7%**	0	--
I-880	US 101 to North 1st Street	SB	5-6PM	12	3	6,900	4,595	**127.6**	**F**	--	0	0	--	--	--	393	**393**	**5.7%**	0	--
I-880	North 1st Street to SR 87	SB	5-6PM	23	3	6,900	6,067	**87.9**	**F**	--	0	0	--	--	--	215	**215**	**3.1%**	0	--
I-880	SR 87 to Coleman Avenue	SB	5-6PM	23	3	6,900	6,067	**87.9**	**F**	--	0	0	--	--	--	215	**215**	**3.1%**	0	--
I-880	Coleman Avenue to The Alameda	SB	5-6PM	23	3	6,900	5,852	84.8	F	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	The Alameda to North Bascom Avenue	SB	5-6PM	32	3	6,900	6,557	68.3	F	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North Bascom Avenue to Stevens Creek Boulevard	SB	5-6PM	46	3	6,900	7,140	51.7	E	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	Stevens Creek Boulevard to I-280	SB	5-6PM	66	3	6,900	5,666	28.6	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-680	McKee Road to Alum Rock Avenue	SB	5-6PM	31	4	9,200	8,995	**72.5**	**F**	--	0	0	--	--	--	393	**393**	**4.3%**	0	--
I-680	Alum Rock Avenue to Capitol Expressway	SB	5-6PM	66	4	9,200	7,986	30.3	D	--	0	0	--	--	--	429	429	4.7%	0	--
I-680	Capitol Expressway to King Road	SB	5-6PM	66	4	10,120	7,884	27.1	D	--	0	0	--	--	--	536	536	5.3%	0	--
I-680	King Road to US 101	SB	5-6PM	66	4	9,200	6,344	24.0	C	--	0	0	--	--	--	536	536	5.8%	0	--
I-280	US 101 to McLaughlin Avenue	WB	5-6PM	66	4	9,200	8,467	32.3	D	--	0	0	--	--	--	679	679	7.4%	0	--
I-280	McLaughlin Avenue to 10th Street	WB	5-6PM	68	4	9,200	6,753	33.4	D	--	0	0	--	--	--	679	679	7.4%	0	--
I-280	10th Street to SR 87	WB	5-6PM	65	4	9,200	8,852	34.0	D	--	0	0	--	--	--	558	558	6.1%	0	--
I-280	SR 87 to Bird Avenue	WB	5-6PM	19	4	9,200	7,035	92.6	F	--	0	0	--	--	--	6	6	0.1%	0	--
I-280	Bird Avenue to Meridian Avenue	WB	5-6PM	43	4	9,200	9,278	53.9	E	--	0	0	--	--	--	5	5	0.1%	0	--
I-280	Meridian Avenue to I-880	WB	5-6PM	62	4	8,510	8,119	35.4	D	70	1	1,800	1,236	17.7	B	5	1	0.0%	4	0.2%
I-280	I-880 to Winchester Boulevard	WB	5-6PM	64	3	6,900	6,974	36.3	D	70	1	1,800	695	9.9	A	3	0	0.0%	2	0.1%
I-280	Winchester Boulevard to Saratoga Avenue	WB	5-6PM	59	3	6,900	7,205	40.7	D	70	1	1,800	926	13.2	B	3	0	0.0%	2	0.1%
SR 87	US 101 to Skyport Drive	SB	5-6PM	8	2	4,400	2,237	**139.8**	**F**	70	1	1,800	1,967	28.1	D	322	**48**	**1.1%**	273	15.2%
SR 87	Skyport Drive to Taylor Street	SB	5-6PM	18	2	4,400	3,579	**99.4**	**F**	70	1	1,800	1,197	17.1	B	322	**48**	**1.1%**	273	15.2%
SR 87	Taylor Street to Coleman Avenue	SB	5-6PM	14	2	4,400	3,167	**113.1**	**F**	70	1	1,800	2,152	30.7	D	358	**54**	**1.2%**	304	16.9%
SR 87	Coleman Avenue to Julian Street	SB	5-6PM	32	2	4,400	4,355	**68.0**	**F**	70	1	1,800	1,921	27.4	D	358	**54**	**1.2%**	304	16.9%
SR 87	Julian Street to I-280	SB	5-6PM	21	2	4,400	3,723	88.6	F	70	1	1,800	1,155	16.5	B	181	27	0.6%	154	8.5%
SR 87	I-280 to Alma Avenue	SB	5-6PM	15	2	4,400	3,135	104.5	F	70	1	1,800	2,004	28.6	D	2	0	0.0%	2	0.1%
SR 87	Alma Avenue to Almaden Road	SB	5-6PM	18	2	4,400	3,454	96.0	F	70	1	1,800	2,774	39.6	D	2	0	0.0%	2	0.1%
SR 87	Almaden Road to Curtner Avenue	SB	5-6PM	24	2	4,400	3,916	81.6	F	70	1	1,800	2,003	28.6	D	2	0	0.0%	1	0.1%
SR 87	Curtner Avenue to Capitol Expressway	SB	5-6PM	43	2	4,400	4,642	54.0	E	70	1	1,800	1,541	22.0	C	1	0	0.0%	1	0.1%

/a/ Volumes factored by 1% growth per year for 10 years using Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008
1% growth per year derived from comparing the available 2004, 2005, 2006, and 2008 VTA CMP freeway data.
Box and bold indicate signficant impact

Table 25
32,000-Seat Cumulative Freeway Segment Level of Service Summary – Elimination of 1,200-Space Garage

				Cumulative Plus Project												Project Trips				
				Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity
SR 87	Capitol Expressway to Curtner Avenue	NB	5-6PM	65	2	4,400	4,328	33.3	D	70	1	1,800	908	12.9	B	251	38	0.9%	213	11.9%
SR 87	Curtner Avenue to Almaden Road	NB	5-6PM	66	2	4,400	4,080	31.1	D	70	1	1,800	1,245	17.8	B	287	43	1.0%	244	13.6%
SR 87	Almaden Road to Alma Avenue	NB	5-6PM	52	2	4,400	4,866	46.8	E	70	1	1,800	1,250	18.0	B	395	59	1.3%	335	18.6%
SR 87	Alma Avenue to I-280	NB	5-6PM	66	2	4,400	4,102	31.3	D	70	1	1,800	1,136	16.2	B	430	65	1.5%	366	20.3%
SR 87	I-280 to Julian Street	NB	5-6PM	67	2	4,400	2,381	17.9	B	70	1	1,800	598	8.5	A	251	38	0.9%	213	11.9%
SR 87	Julian Street to Coleman Street	NB	5-6PM	66	2	4,400	3,201	24.3	C	70	1	1,800	156	2.2	A	2	0	0.0%	2	0.1%
SR 87	Coleman Street to Taylor Street	NB	5-6PM	67	2	4,400	2,057	15.5	B	70	1	1,800	695	9.9	A	2	0	0.0%	2	0.1%
SR 87	Taylor Street to Skyport Drive	NB	5-6PM	67	2	4,400	2,200	16.5	B	70	1	1,800	233	3.3	A	2	0	0.0%	2	0.1%
SR 87	Skyport Drive to US 101	NB	5-6PM	66	2	4,400	2,761	20.9	C	70	1	1,800	310	4.4	A	2	0	0.0%	2	0.1%
I-280	Saratoga Avenue to Winchester Boulevard	EB	5-6PM	36	3	6,900	6,730	**62.3**	**F**	70	1	1,800	3,122	44.6	D	502	**75**	**1.1%**	427	23.7%
I-280	Winchester Boulevard to I-880	EB	5-6PM	15	3	6,900	4,783	**106.3**	**F**	70	1	1,800	2,891	41.3	D	502	**75**	**1.1%**	427	23.7%
I-280	I-880 to Meridian Avenue	EB	5-6PM	22	4	9,200	5,871	**66.7**	**F**	40	1	1,800	3,196	**79.9**	**F**	861	**129**	**1.4%**	**732**	**40.7%**
I-280	Meridian Avenue to Bird Avenue	EB	5-6PM	24	4	9,200	8,781	**91.5**	**F**	–	0	0	–	–	–	861	**861**	**9.4%**	0	–
I-280	Bird Avenue to SR 87	EB	5-6PM	24	4	9,200	8,733	**91.0**	**F**	–	0	0	–	–	–	813	**813**	**8.8%**	0	–
I-280	SR 87 to 10th Street	EB	5-6PM	20	4	9,200	7,742	**96.8**	**F**	–	0	0	–	–	–	438	**438**	**4.8%**	0	–
I-280	10th Street to McLaughlin Avenue	EB	5-6PM	57	4	9,200	9,794	43.0	D	–	0	0	–	–	–	4	4	0.0%	0	–
I-280	McLaughlin Avenue to US 101	EB	5-6PM	66	4	9,200	8,078	30.8	D	–	0	0	–	–	–	4	4	0.0%	0	–
I-680	US 101 to King Road	NB	5-6PM	66	4	9,200	6,691	25.3	C	–	0	0	–	–	–	3	3	0.0%	0	–
I-680	King Road to Capitol Expressway	NB	5-6PM	66	4	9,660	8,077	29.4	D	–	0	0	–	–	–	3	3	0.0%	0	–
I-680	Capitol Expressway to Alum Rock Avenue	NB	5-6PM	66	4	9,200	6,690	25.3	C	–	0	0	–	–	–	2	2	0.0%	0	–
I-680	Alum Rock Avenue to McKee Road	NB	5-6PM	66	4	9,200	6,690	25.3	C	–	0	0	–	–	–	2	2	0.0%	0	–
I-880	I-280 to Stevens Creek Boulevard	NB	5-6PM	66	3	6,900	5,124	25.9	C	–	0	0	–	–	–	108	108	1.6%	0	–
I-880	Stevens Creek Boulevard to North Bascom Avenue	NB	5-6PM	66	3	6,900	5,949	30.3	D	–	0	0	–	–	–	108	108	1.6%	0	–
I-880	North Bascom Avenue to The Alameda	NB	5-6PM	65	3	6,900	6,334	32.5	D	–	0	0	–	–	–	108	108	1.6%	0	–
I-880	The Alameda to Coleman Avenue	NB	5-6PM	64	3	6,900	6,974	36.3	D	–	0	0	–	–	–	0	0	0.0%	0	–
I-880	Coleman Avenue to SR 87	NB	5-6PM	55	3	6,900	7,261	44.0	D	–	0	0	–	–	–	1	1	0.0%	0	–
I-880	SR 87 to North 1st Street	NB	5-6PM	63	3	6,900	7,074	37.4	D	–	0	0	–	–	–	1	1	0.0%	0	–
I-880	North 1st Street to US 101	NB	5-6PM	58	3	6,900	7,284	41.9	D	–	0	0	–	–	–	2	2	0.0%	0	–
I-880	US 101 to East Brokaw Road	NB	5-6PM	64	3	6,900	6,976	36.3	D	–	0	0	–	–	–	2	2	0.0%	0	–
I-880	East Brokaw Road to Montague Expressway	NB	5-6PM	66	3	6,900	5,238	26.5	D	–	0	0	–	–	–	2	2	0.0%	0	–
I-880	Montague Expressway to East Brokaw Road	SB	5-6PM	19	3	6,900	5,760	**101.0**	**F**	–	0	0	–	–	–	359	**359**	**5.2%**	0	–
I-880	East Brokaw Road to US 101	SB	5-6PM	14	3	6,900	5,015	**119.4**	**F**	–	0	0	–	–	–	395	**395**	**5.7%**	0	–
I-880	US 101 to North 1st Street	SB	5-6PM	12	3	6,900	4,597	**127.7**	**F**	–	0	0	–	–	–	395	**395**	**5.7%**	0	–
I-880	North 1st Street to SR 87	SB	5-6PM	23	3	6,900	6,067	**87.9**	**F**	–	0	0	–	–	–	215	**215**	**3.1%**	0	–
I-880	SR 87 to Coleman Avenue	SB	5-6PM	23	3	6,900	6,067	**87.9**	**F**	–	0	0	–	–	–	215	**215**	**3.1%**	0	–
I-880	Coleman Avenue to The Alameda	SB	5-6PM	23	3	6,900	5,852	84.8	F	–	0	0	–	–	–	0	0	0.0%	0	–
I-880	The Alameda to North Bascom Avenue	SB	5-6PM	32	3	6,900	6,557	68.3	F	–	0	0	–	–	–	1	1	0.0%	0	–
I-880	North Bascom Avenue to Stevens Creek Boulevard	SB	5-6PM	46	3	6,900	7,140	51.7	E	–	0	0	–	–	–	1	1	0.0%	0	–
I-880	Stevens Creek Boulevard to I-280	SB	5-6PM	66	3	6,900	5,666	28.6	D	–	0	0	–	–	–	1	1	0.0%	0	–
I-680	McKee Road to Alum Rock Avenue	SB	5-6PM	31	4	9,200	8,997	**72.6**	**F**	–	0	0	–	–	–	395	**395**	**4.3%**	0	–
I-680	Alum Rock Avenue to Capitol Expressway	SB	5-6PM	66	4	9,200	7,987	30.3	D	–	0	0	–	–	–	430	430	4.7%	0	–
I-680	Capitol Expressway to King Road	SB	5-6PM	66	4	10,120	7,886	27.2	D	–	0	0	–	–	–	538	538	5.3%	0	–
I-680	King Road to US 101	SB	5-6PM	66	4	9,200	6,346	24.0	C	–	0	0	–	–	–	538	538	5.8%	0	–
I-280	US 101 to McLaughlin Avenue	WB	5-6PM	66	4	9,200	8,470	32.3	D	–	0	0	–	–	–	682	682	7.4%	0	–
I-280	McLaughlin Avenue to 10th Street	WB	5-6PM	66	4	9,200	8,756	33.4	D	–	0	0	–	–	–	682	682	7.4%	0	–
I-280	10th Street to SR 87	WB	5-6PM	65	4	9,200	8,835	34.0	D	–	0	0	–	–	–	541	541	5.9%	0	–
I-280	SR 87 to Bird Avenue	WB	5-6PM	19	4	9,200	7,032	92.5	F	–	0	0	–	–	–	3	3	0.0%	0	–
I-280	Bird Avenue to Meridian Avenue	WB	5-6PM	43	4	9,200	9,278	53.9	E	–	0	0	–	–	–	5	5	0.1%	0	–
I-280	Meridian Avenue to I-880	WB	5-6PM	62	4	8,510	8,119	35.4	D	70	1	1,800	1,236	17.7	B	5	1	0.0%	4	0.2%
I-280	I-880 to Winchester Boulevard	WB	5-6PM	64	3	6,900	6,974	36.3	D	70	1	1,800	695	9.9	A	3	0	0.0%	2	0.1%
I-280	Winchester Boulevard to Saratoga Avenue	WB	5-6PM	59	3	6,900	7,205	40.7	D	70	1	1,800	926	13.2	B	3	0	0.0%	2	0.1%
SR 87	US 101 to Skyport Drive	SB	5-6PM	8	2	4,400	2,237	**139.8**	**F**	70	1	1,800	1,968	28.1	D	323	**48**	**1.1%**	274	15.2%
SR 87	Skyport Drive to Taylor Street	SB	5-6PM	18	2	4,400	3,579	**99.4**	**F**	70	1	1,800	1,198	17.1	B	323	**48**	**1.1%**	274	15.2%
SR 87	Taylor Street to Coleman Avenue	SB	5-6PM	14	2	4,400	3,167	**113.1**	**F**	70	1	1,800	2,153	30.8	D	359	**54**	**1.2%**	305	16.9%
SR 87	Coleman Avenue to Julian Street	SB	5-6PM	32	2	4,400	4,355	**68.0**	**F**	70	1	1,800	1,922	27.5	D	359	**54**	**1.2%**	305	17.0%
SR 87	Julian Street to I-280	SB	5-6PM	21	2	4,400	3,726	88.7	F	70	1	1,800	1,172	16.7	B	201	30	0.7%	171	9.5%
SR 87	I-280 to Alma Avenue	SB	5-6PM	15	2	4,400	3,135	104.5	F	70	1	1,800	2,004	28.6	D	2	0	0.0%	2	0.1%
SR 87	Alma Avenue to Almaden Road	SB	5-6PM	18	2	4,400	3,454	96.0	F	70	1	1,800	2,774	39.6	D	2	0	0.0%	2	0.1%
SR 87	Almaden Road to Curtner Avenue	SB	5-6PM	24	2	4,400	3,916	81.6	F	70	1	1,800	2,003	28.6	D	2	0	0.0%	1	0.1%
SR 87	Curtner Avenue to Capitol Expressway	SB	5-6PM	43	2	4,400	4,642	54.0	E	70	1	1,800	1,541	22.0	C	1	0	0.0%	1	0.1%

/a/ Volumes factored by 1% growth per year for 10 years using Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008
1% growth per year derived from comparing the available 2004, 2005, 2006, and 2008 VTA CMP freeway data.
Box and bold indicate signficant impact

Table 26
32,000-Seat Cumulative Freeway Segment Level of Service Summary – Addition of 1,300 Spaces to HP Pavilion

				Cumulative Plus Project												Project Trips				
				Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity
SR 87	Capitol Expressway to Curtner Avenue	NB	5-6PM	65	2	4,400	4,328	33.3	D	70	1	1,800	806	12.9	B	251	38	0.9%	213	11.9%
SR 87	Curtner Avenue to Almaden Road	NB	5-6PM	66	2	4,400	4,080	31.1	D	70	1	1,800	1,245	17.8	B	287	43	1.0%	244	13.6%
SR 87	Almaden Road to Alma Avenue	NB	5-6PM	52	2	4,400	4,866	46.8	E	70	1	1,800	1,259	18.0	B	395	50	1.3%	335	18.6%
SR 87	Alma Avenue to I-280	NB	5-6PM	66	2	4,400	4,102	31.3	D	70	1	1,800	1,136	16.2	B	430	65	1.5%	366	20.3%
SR 87	I-280 to Julian Street	NB	5-6PM	67	2	4,400	2,379	17.9	B	70	1	1,800	591	8.4	A	242	36	0.8%	206	11.4%
SR 87	Julian Street to Coleman Street	NB	5-6PM	66	2	4,400	3,201	24.3	C	70	1	1,800	156	2.2	A	2	0	0.0%	2	0.1%
SR 87	Coleman Street to Taylor Street	NB	5-6PM	67	2	4,400	2,057	15.5	B	70	1	1,800	695	9.9	A	2	0	0.0%	2	0.1%
SR 87	Taylor Street to Skyport Drive	NB	5-6PM	67	2	4,400	2,200	16.5	B	70	1	1,800	233	3.3	A	2	0	0.0%	2	0.1%
SR 87	Skyport Drive to US 101	NB	5-6PM	68	2	4,400	2,761	20.9	C	70	1	1,800	310	4.4	A	2	0	0.0%	2	0.1%
I-280	Saratoga Avenue to Winchester Boulevard	EB	5-6PM	36	3	6,900	6,730	**62.3**	**F**	70	1	1,800	3,122	44.6	D	502	**75**	**1.1%**	427	23.7%
I-280	Winchester Boulevard to I-880	EB	5-6PM	15	3	6,900	4,783	**106.3**	**F**	70	1	1,800	2,891	41.3	D	502	**75**	**1.1%**	427	23.7%
I-280	I-880 to Meridian Avenue	EB	5-6PM	22	4	9,200	5,871	**66.7**	**F**	40	1	1,800	3,196	**79.9**	**F**	861	**129**	**1.4%**	**732**	**40.7%**
I-280	Meridian Avenue to Bird Avenue	EB	5-6PM	24	4	9,200	8,781	**91.5**	**F**	--	0	0	--	--	--	861	**861**	**9.4%**	0	--
I-280	Bird Avenue to SR 87	EB	5-6PM	24	4	9,200	8,685	**90.5**	**F**	--	0	0	--	--	--	765	**765**	**8.3%**	0	--
I-280	SR 87 to 10th Street	EB	5-6PM	20	4	9,200	7,676	**96.0**	**F**	--	0	0	--	--	--	372	**372**	**4.0%**	0	--
I-280	10th Street to McLaughlin Avenue	EB	5-6PM	57	4	9,200	9,794	43.0	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-280	McLaughlin Avenue to US 101	EB	5-6PM	66	4	9,200	8,078	30.8	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-680	US 101 to King Road	NB	5-6PM	66	4	9,200	6,691	25.3	C	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	King Road to Capitol Expressway	NB	5-6PM	66	4	9,660	8,077	29.4	D	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	Capitol Expressway to Alum Rock Avenue	NB	5-6PM	66	4	9,200	6,690	25.3	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-680	Alum Rock Avenue to McKee Road	NB	5-6PM	66	4	9,200	6,690	25.3	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	I-280 to Stevens Creek Boulevard	NB	5-6PM	66	3	6,900	5,124	25.9	C	--	0	0	--	--	--	108	108	1.6%	0	--
I-880	Stevens Creek Boulevard to North Bascom Avenue	NB	5-6PM	66	3	6,900	5,949	30.3	D	--	0	0	--	--	--	108	108	1.6%	0	--
I-880	North Bascom Avenue to The Alameda	NB	5-6PM	65	3	6,900	6,334	32.5	D	--	0	0	--	--	--	108	108	1.6%	0	--
I-880	The Alameda to Coleman Avenue	NB	5-6PM	64	3	6,900	6,974	36.3	D	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	Coleman Avenue to SR 87	NB	5-6PM	55	3	6,900	7,261	44.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	SR 87 to North 1st Street	NB	5-6PM	63	3	6,900	7,074	37.4	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North 1st Street to US 101	NB	5-6PM	58	3	6,900	7,284	41.9	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	US 101 to East Brokaw Road	NB	5-6PM	64	3	6,900	6,976	36.3	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	East Brokaw Road to Montague Expressway	NB	5-6PM	66	3	6,900	5,238	26.5	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	Montague Expressway to East Brokaw Road	SB	5-6PM	19	3	6,900	5,760	**101.0**	**F**	--	0	0	--	--	--	359	**359**	**5.2%**	0	--
I-880	East Brokaw Road to US 101	SB	5-6PM	14	3	6,900	5,015	**119.4**	**F**	--	0	0	--	--	--	395	**395**	**5.7%**	0	--
I-880	US 101 to North 1st Street	SB	5-6PM	12	3	6,900	4,597	**127.7**	**F**	--	0	0	--	--	--	395	**395**	**5.7%**	0	--
I-880	North 1st Street to SR 87	SB	5-6PM	23	3	6,900	6,067	**87.9**	**F**	--	0	0	--	--	--	215	**215**	**3.1%**	0	--
I-880	SR 87 to Coleman Avenue	SB	5-6PM	23	3	6,900	6,067	**87.9**	**F**	--	0	0	--	--	--	215	**215**	**3.1%**	0	--
I-880	Coleman Avenue to The Alameda	SB	5-6PM	23	3	6,900	5,852	84.8	F	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	The Alameda to North Bascom Avenue	SB	5-6PM	32	3	6,900	6,557	68.3	F	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North Bascom Avenue to Stevens Creek Boulevard	SB	5-6PM	46	3	6,900	7,140	51.7	E	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	Stevens Creek Boulevard to I-280	SB	5-6PM	66	3	6,900	5,666	28.8	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-680	McKee Road to Alum Rock Avenue	SB	5-6PM	31	4	9,200	8,997	**72.6**	**F**	--	0	0	--	--	--	395	**395**	**4.3%**	0	--
I-680	Alum Rock Avenue to Capitol Expressway	SB	5-6PM	66	4	9,200	7,987	30.3	D	--	0	0	--	--	--	430	430	4.7%	0	--
I-680	Capitol Expressway to King Road	SB	5-6PM	66	4	10,120	7,886	27.2	D	--	0	0	--	--	--	538	538	5.3%	0	--
I-680	King Road to US 101	SB	5-6PM	66	4	9,200	6,346	24.0	C	--	0	0	--	--	--	538	538	5.8%	0	--
I-280	US 101 to McLaughlin Avenue	WB	5-6PM	66	4	9,200	8,470	32.3	D	--	0	0	--	--	--	682	682	7.4%	0	--
I-280	McLaughlin Avenue to 10th Street	WB	5-6PM	66	4	9,200	8,756	33.4	D	--	0	0	--	--	--	682	682	7.4%	0	--
I-280	10th Street to SR 87	WB	5-6PM	65	4	9,200	8,856	34.1	D	--	0	0	--	--	--	562	562	6.1%	0	--
I-280	SR 87 to Bird Avenue	WB	5-6PM	19	4	9,200	7,032	92.5	F	--	0	0	--	--	--	3	3	0.0%	0	--
I-280	Bird Avenue to Meridian Avenue	WB	5-6PM	43	4	9,200	9,278	53.9	E	--	0	0	--	--	--	5	5	0.1%	0	--
I-280	Meridian Avenue to I-880	WB	5-6PM	62	4	8,510	8,119	35.4	D	70	1	1,800	1,236	17.7	B	5	1	0.0%	4	0.2%
I-280	I-880 to Winchester Boulevard	WB	5-6PM	64	3	6,900	6,974	36.3	D	70	1	1,800	695	9.9	A	3	0	0.0%	2	0.1%
I-280	Winchester Boulevard to Saratoga Avenue	WB	5-6PM	59	3	6,900	7,205	40.7	D	70	1	1,800	926	13.2	B	3	0	0.0%	2	0.1%
SR 87	US 101 to Skyport Drive	SB	5-6PM	8	2	4,400	2,237	**139.8**	**F**	70	1	1,800	1,968	28.1	D	323	**48**	**1.1%**	274	15.2%
SR 87	Skyport Drive to Taylor Street	SB	5-6PM	18	2	4,400	3,579	**99.4**	**F**	70	1	1,800	1,198	17.1	B	323	**48**	**1.1%**	274	15.2%
SR 87	Taylor Street to Coleman Avenue	SB	5-6PM	14	2	4,400	3,167	**113.1**	**F**	70	1	1,800	2,153	30.8	D	359	**54**	**1.2%**	305	16.9%
SR 87	Coleman Avenue to Julian Street	SB	5-6PM	32	2	4,400	4,355	**68.0**	**F**	70	1	1,800	1,922	27.5	D	359	**54**	**1.2%**	305	17.0%
SR 87	Julian Street to I-280	SB	5-6PM	21	2	4,400	3,722	88.6	F	70	1	1,800	1,147	16.4	B	172	26	0.6%	146	8.1%
SR 87	I-280 to Alma Avenue	SB	5-6PM	15	2	4,400	3,135	104.5	F	70	1	1,800	2,004	28.6	D	2	0	0.0%	2	0.1%
SR 87	Alma Avenue to Almaden Road	SB	5-6PM	18	2	4,400	3,454	96.0	F	70	1	1,800	2,774	39.6	D	2	0	0.0%	2	0.1%
SR 87	Almaden Road to Curtner Avenue	SB	5-6PM	24	2	4,400	3,916	81.6	F	70	1	1,800	2,003	28.6	D	2	0	0.0%	1	0.1%
SR 87	Curtner Avenue to Capitol Expressway	SB	5-6PM	43	2	4,400	4,642	54.0	E	70	1	1,800	1,541	22.0	C	1	0	0.0%	1	0.1%

/a/ Volumes factored by 1% growth per year for 10 years using Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008
1% growth per year derived from comparing the available 2004, 2005, 2006, and 2008 VTA CMP freeway data.
Box and bold indicate signficant impact

Table 27
36,000-Seat Cumulative Freeway Segment Level of Service Summary – With 1,200-Space Garage

				Cumulative Plus Project												Project Trips				
				Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity
SR 87	Capitol Expressway to Curtner Avenue	NB	5-6PM	65	2	4,400	4,332	33.3	D	70	1	1,800	931	13.3	B	280	42	1.0%	238	13.2%
SR 87	Curtner Avenue to Almaden Road	NB	5-6PM	66	2	4,400	4,085	31.2	D	70	1	1,800	1,273	18.2	C	320	48	1.1%	272	15.1%
SR 87	Almaden Road to Alma Avenue	NB	5-6PM	52	2	4,400	4,873	46.9	E	70	1	1,800	1,299	18.6	C	441	66	1.5%	375	20.8%
SR 87	Alma Avenue to I-280	NB	5-6PM	66	2	4,400	4,109	31.4	D	70	1	1,800	1,179	16.8	B	481	72	1.6%	409	22.7%
SR 87	I-280 to Julian Street	NB	5-6PM	67	2	4,400	2,381	17.9	B	70	1	1,800	603	8.6	A	256	38	0.9%	218	12.1%
SR 87	Julian Street to Coleman Street	NB	5-6PM	66	2	4,400	3,201	24.3	C	70	1	1,800	156	2.2	A	2	0	0.0%	2	0.1%
SR 87	Coleman Street to Taylor Street	NB	5-6PM	67	2	4,400	2,057	15.5	B	70	1	1,800	695	9.9	A	2	0	0.0%	2	0.1%
SR 87	Taylor Street to Skyport Drive	NB	5-6PM	67	2	4,400	2,200	16.5	B	70	1	1,800	233	3.3	A	2	0	0.0%	2	0.1%
SR 87	Skyport Drive to US 101	NB	5-6PM	66	2	4,400	2,761	20.9	C	70	1	1,800	310	4.4	A	2	0	0.0%	2	0.1%
I-280	Saratoga Avenue to Winchester Boulevard	EB	5-6PM	36	3	6,900	6,739	**62.4**	**F**	70	1	1,800	3,172	45.3	D	561	**84**	**1.2%**	477	26.5%
I-280	Winchester Boulevard to I-880	EB	5-6PM	15	3	6,900	4,792	**106.5**	**F**	70	1	1,800	2,941	42.0	D	561	**84**	**1.2%**	477	26.5%
I-280	I-880 to Meridian Avenue	EB	5-6PM	22	4	9,200	5,886	**66.9**	**F**	40	1	1,800	3,281	**82.0**	**F**	961	**144**	**1.6%**	**817**	**45.4%**
I-280	Meridian Avenue to Bird Avenue	EB	5-6PM	24	4	9,200	8,881	**92.5**	**F**	--	0	0	--	--	--	961	**961**	**10.4%**	0	--
I-280	Bird Avenue to SR 87	EB	5-6PM	24	4	9,200	8,772	**91.4**	**F**	--	0	0	--	--	--	852	**852**	**9.3%**	0	--
I-280	SR 87 to 10th Street	EB	5-6PM	20	4	9,200	7,757	**97.0**	**F**	--	0	0	--	--	--	453	**453**	**4.9%**	0	--
I-280	10th Street to McLaughlin Avenue	EB	5-6PM	57	4	9,200	9,794	43.0	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-280	McLaughlin Avenue to US 101	EB	5-6PM	66	4	9,200	8,078	30.8	D	--	0	0	--	--	--	4	4	0.0%	0	--
I-680	US 101 to King Road	NB	5-6PM	66	4	9,200	6,691	25.3	C	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	King Road to Capitol Expressway	NB	5-6PM	66	4	9,660	8,077	29.4	D	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	Capitol Expressway to Alum Rock Avenue	NB	5-6PM	66	4	9,200	6,691	25.3	C	--	0	0	--	--	--	3	3	0.0%	0	--
I-680	Alum Rock Avenue to McKee Road	NB	5-6PM	66	4	9,200	6,690	25.3	C	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	I-280 to Stevens Creek Boulevard	NB	5-6PM	66	3	6,900	5,136	25.9	C	--	0	0	--	--	--	120	120	1.7%	0	--
I-880	Stevens Creek Boulevard to North Bascom Avenue	NB	5-6PM	66	3	6,900	5,961	30.3	D	--	0	0	--	--	--	120	120	1.7%	0	--
I-880	North Bascom Avenue to The Alameda	NB	5-6PM	65	3	6,900	6,346	32.5	D	--	0	0	--	--	--	120	120	1.7%	0	--
I-880	The Alameda to Coleman Avenue	NB	5-6PM	64	3	6,900	6,974	36.3	D	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	Coleman Avenue to SR 87	NB	5-6PM	55	3	6,900	7,261	44.0	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	SR 87 to North 1st Street	NB	5-6PM	63	3	6,900	7,074	37.4	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North 1st Street to US 101	NB	5-6PM	58	3	6,900	7,284	41.9	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	US 101 to East Brokaw Road	NB	5-6PM	64	3	6,900	6,976	36.3	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	East Brokaw Road to Montague Expressway	NB	5-6PM	66	3	6,900	5,238	26.5	D	--	0	0	--	--	--	2	2	0.0%	0	--
I-880	Montague Expressway to East Brokaw Road	SB	5-6PM	19	3	6,900	5,802	**101.8**	**F**	--	0	0	--	--	--	401	**401**	**5.8%**	0	--
I-880	East Brokaw Road to US 101	SB	5-6PM	14	3	6,900	5,061	**120.5**	**F**	--	0	0	--	--	--	441	**441**	**6.4%**	0	--
I-880	US 101 to North 1st Street	SB	5-6PM	12	3	6,900	4,643	**129.0**	**F**	--	0	0	--	--	--	441	**441**	**6.4%**	0	--
I-880	North 1st Street to SR 87	SB	5-6PM	23	3	6,900	6,092	**88.3**	**F**	--	0	0	--	--	--	240	**240**	**3.5%**	0	--
I-880	SR 87 to Coleman Avenue	SB	5-6PM	23	3	6,900	6,092	**88.3**	**F**	--	0	0	--	--	--	240	**240**	**3.5%**	0	--
I-880	Coleman Avenue to The Alameda	SB	5-6PM	23	3	6,900	5,852	84.8	F	--	0	0	--	--	--	0	0	0.0%	0	--
I-880	The Alameda to North Bascom Avenue	SB	5-6PM	32	3	6,900	6,557	68.3	F	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	North Bascom Avenue to Stevens Creek Boulevard	SB	5-6PM	46	3	6,900	7,140	51.7	E	--	0	0	--	--	--	1	1	0.0%	0	--
I-880	Stevens Creek Boulevard to I-280	SB	5-6PM	66	3	6,900	5,666	28.6	D	--	0	0	--	--	--	1	1	0.0%	0	--
I-680	McKee Road to Alum Rock Avenue	SB	5-6PM	31	4	9,200	9,043	**72.9**	**F**	--	0	0	--	--	--	441	**441**	**4.8%**	0	--
I-680	Alum Rock Avenue to Capitol Expressway	SB	5-6PM	66	4	9,200	8,038	30.4	D	--	0	0	--	--	--	481	481	5.2%	0	--
I-680	Capitol Expressway to King Road	SB	5-6PM	66	4	10,120	7,949	27.4	D	--	0	0	--	--	--	601	601	5.9%	0	--
I-680	King Road to US 101	SB	5-6PM	66	4	9,200	6,409	24.3	C	--	0	0	--	--	--	601	601	6.5%	0	--
I-280	US 101 to McLaughlin Avenue	WB	5-6PM	66	4	9,200	8,549	32.6	D	--	0	0	--	--	--	761	761	8.3%	0	--
I-280	McLaughlin Avenue to 10th Street	WB	5-6PM	68	4	9,200	8,835	33.7	D	--	0	0	--	--	--	761	761	8.3%	0	--
I-280	10th Street to SR 87	WB	5-6PM	65	4	9,200	8,910	34.3	D	--	0	0	--	--	--	616	616	6.7%	0	--
I-280	SR 87 to Bird Avenue	WB	5-6PM	19	4	9,200	7,035	92.8	F	--	0	0	--	--	--	6	6	0.1%	0	--
I-280	Bird Avenue to Meridian Avenue	WB	5-6PM	43	4	9,200	9,278	53.9	E	--	0	0	--	--	--	5	5	0.1%	0	--
I-280	Meridian Avenue to I-880	WB	5-6PM	62	4	8,510	8,119	35.4	D	70	1	1,800	1,236	17.7	B	5	1	0.0%	4	0.2%
I-280	I-880 to Winchester Boulevard	WB	5-6PM	64	3	6,900	6,974	36.3	D	70	1	1,800	696	9.9	A	3	0	0.0%	3	0.1%
I-280	Winchester Boulevard to Saratoga Avenue	WB	5-6PM	59	3	6,900	7,205	40.7	D	70	1	1,800	927	13.2	B	3	0	0.0%	3	0.1%
SR 87	US 101 to Skyport Drive	SB	5-6PM	8	2	4,400	2,243	**140.2**	**F**	70	1	1,800	2,000	28.6	D	361	**54**	**1.2%**	306	17.0%
SR 87	Skyport Drive to Taylor Street	SB	5-6PM	18	2	4,400	3,585	**99.6**	**F**	70	1	1,800	1,230	17.6	B	361	**54**	**1.2%**	306	17.0%
SR 87	Taylor Street to Coleman Avenue	SB	5-6PM	14	2	4,400	3,173	**113.3**	**F**	70	1	1,800	2,189	31.3	D	401	**60**	**1.4%**	341	18.9%
SR 87	Coleman Avenue to Julian Street	SB	5-6PM	32	2	4,400	4,361	**68.1**	**F**	70	1	1,800	1,958	28.0	D	401	**60**	**1.4%**	341	18.9%
SR 87	Julian Street to I-280	SB	5-6PM	21	2	4,400	3,728	88.8	F	70	1	1,800	1,183	16.9	B	214	32	0.7%	182	10.1%
SR 87	I-280 to Alma Avenue	SB	5-6PM	15	2	4,400	3,135	104.5	F	70	1	1,800	2,005	28.6	D	3	0	0.0%	3	0.1%
SR 87	Alma Avenue to Almaden Road	SB	5-6PM	18	2	4,400	3,454	96.0	F	70	1	1,800	2,774	39.6	D	2	0	0.0%	2	0.1%
SR 87	Almaden Road to Curtner Avenue	SB	5-6PM	24	2	4,400	3,916	81.6	F	70	1	1,800	2,003	28.6	D	2	0	0.0%	1	0.1%
SR 87	Curtner Avenue to Capitol Expressway	SB	5-6PM	43	2	4,400	4,642	54.0	E	70	1	1,800	1,541	22.0	C	2	0	0.0%	1	0.1%

/a/ Volumes factored by 1% growth per year for 10 years using Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008
1% growth per year derived from comparing the available 2004, 2005, 2006, and 2008 VTA CMP freeway data.

Box and bold indicate signficant impact

Table 28
36,000-Seat Cumulative Freeway Segment Level of Service Summary – Elimination of 1,200-Space Garage

				Cumulative Plus Project												Project Trips				
				Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity
SR 87	Capitol Expressway to Curtner Avenue	NB	5-6PM	65	2	4,400	4,332	33.3	D	70	1	1,800	932	13.3	B	281	42	1.0%	239	13.3%
SR 87	Curtner Avenue to Almaden Road	NB	5-6PM	66	2	4,400	4,085	31.2	D	70	1	1,800	1,274	18.2	C	321	48	1.1%	273	15.2%
SR 87	Almaden Road to Alma Avenue	NB	5-6PM	52	2	4,400	4,873	46.8	E	70	1	1,800	1,300	18.6	C	442	66	1.5%	376	20.9%
SR 87	Alma Avenue to I-280	NB	5-6PM	66	2	4,400	4,109	31.4	D	70	1	1,800	1,180	16.9	B	482	72	1.6%	410	22.8%
SR 87	I-280 to Julian Street	NB	5-6PM	67	2	4,400	2,384	17.9	B	70	1	1,800	620	8.9	A	276	41	0.9%	235	13.0%
SR 87	Julian Street to Coleman Street	NB	5-6PM	66	2	4,400	3,201	24.3	C	70	1	1,800	156	2.2	A	2	0	0.0%	2	0.1%
SR 87	Coleman Street to Taylor Street	NB	5-6PM	67	2	4,400	2,057	15.5	B	70	1	1,800	695	9.9	A	2	0	0.0%	2	0.1%
SR 87	Taylor Street to Skyport Drive	NB	5-6PM	67	2	4,400	2,200	16.5	B	70	1	1,800	233	3.3	A	2	0	0.0%	2	0.1%
SR 87	Skyport Drive to US 101	NB	5-6PM	68	2	4,400	2,761	20.9	C	70	1	1,800	310	4.4	A	2	0	0.0%	2	0.1%
I-280	Saratoga Avenue to Winchester Boulevard	EB	5-6PM	36	3	6,900	6,739	**62.4**	**F**	70	1	1,800	3,173	45.3	D	563	**84**	**1.2%**	478	26.6%
I-280	Winchester Boulevard to I-880	EB	5-6PM	15	3	6,900	4,792	**106.5**	**F**	70	1	1,800	2,942	42.0	D	563	**84**	**1.2%**	478	26.6%
I-280	I-880 to Meridian Avenue	EB	5-6PM	22	4	9,200	5,887	**66.9**	**F**	40	1	1,800	3,284	**82.1**	**F**	964	**145**	**1.6%**	**820**	**45.5%**
I-280	Meridian Avenue to Bird Avenue	EB	5-6PM	24	4	9,200	8,884	**92.5**	**F**	–	0	0	–	–	–	964	**964**	**10.5%**	0	–
I-280	Bird Avenue to SR 87	EB	5-6PM	24	4	9,200	8,850	**92.2**	**F**	–	0	0	–	–	–	930	**930**	**10.1%**	0	–
I-280	SR 87 to 10th Street	EB	5-6PM	20	4	9,200	7,818	**97.7**	**F**	–	0	0	–	–	–	514	**514**	**5.6%**	0	–
I-280	10th Street to McLaughlin Avenue	EB	5-6PM	57	4	9,200	9,794	43.0	D	–	0	0	–	–	–	4	4	0.0%	0	–
I-280	McLaughlin Avenue to US 101	EB	5-6PM	66	4	9,200	8,078	30.8	D	–	0	0	–	–	–	4	4	0.0%	0	–
I-680	US 101 to King Road	NB	5-6PM	66	4	9,200	6,691	25.3	C	–	0	0	–	–	–	3	3	0.0%	0	–
I-680	King Road to Capitol Expressway	NB	5-6PM	66	4	9,660	8,077	29.4	D	–	0	0	–	–	–	3	3	0.0%	0	–
I-680	Capitol Expressway to Alum Rock Avenue	NB	5-6PM	66	4	9,200	6,691	25.3	C	–	0	0	–	–	–	3	3	0.0%	0	–
I-680	Alum Rock Avenue to McKee Road	NB	5-6PM	66	4	9,200	6,690	25.3	C	–	0	0	–	–	–	2	2	0.0%	0	–
I-880	I-280 to Stevens Creek Boulevard	NB	5-6PM	66	3	6,900	5,137	25.9	C	–	0	0	–	–	–	121	121	1.7%	0	–
I-880	Stevens Creek Boulevard to North Bascom Avenue	NB	5-6PM	66	3	6,900	5,962	30.3	D	–	0	0	–	–	–	121	121	1.7%	0	–
I-880	North Bascom Avenue to The Alameda	NB	5-6PM	65	3	6,900	6,347	32.5	D	–	0	0	–	–	–	121	121	1.7%	0	–
I-880	The Alameda to Coleman Avenue	NB	5-6PM	64	3	6,900	6,974	36.3	D	–	0	0	–	–	–	0	0	0.0%	0	–
I-880	Coleman Avenue to SR 87	NB	5-6PM	55	3	6,900	7,261	44.0	D	–	0	0	–	–	–	1	1	0.0%	0	–
I-880	SR 87 to North 1st Street	NB	5-6PM	63	3	6,900	7,074	37.4	D	–	0	0	–	–	–	1	1	0.0%	0	–
I-880	North 1st Street to US 101	NB	5-6PM	58	3	6,900	7,284	41.9	D	–	0	0	–	–	–	2	2	0.0%	0	–
I-880	US 101 to East Brokaw Road	NB	5-6PM	64	3	6,900	6,976	36.3	D	–	0	0	–	–	–	2	2	0.0%	0	–
I-880	East Brokaw Road to Montague Expressway	NB	5-6PM	66	3	6,900	5,238	26.5	D	–	0	0	–	–	–	2	2	0.0%	0	–
I-880	Montague Expressway to East Brokaw Road	SB	5-6PM	19	3	6,900	5,803	**101.8**	**F**	–	0	0	–	–	–	402	**402**	**5.8%**	0	–
I-880	East Brokaw Road to US 101	SB	5-6PM	14	3	6,900	5,062	**120.5**	**F**	–	0	0	–	–	–	442	**442**	**6.4%**	0	–
I-880	US 101 to North 1st Street	SB	5-6PM	12	3	6,900	4,644	**129.0**	**F**	–	0	0	–	–	–	442	**442**	**6.4%**	0	–
I-880	North 1st Street to SR 87	SB	5-6PM	23	3	6,900	6,093	**88.3**	**F**	–	0	0	–	–	–	241	**241**	**3.5%**	0	–
I-880	SR 87 to Coleman Avenue	SB	5-6PM	23	3	6,900	6,093	**88.3**	**F**	–	0	0	–	–	–	241	**241**	**3.5%**	0	–
I-880	Coleman Avenue to The Alameda	SB	5-6PM	23	3	6,900	5,852	84.8	F	–	0	0	–	–	–	0	0	0.0%	0	–
I-880	The Alameda to North Bascom Avenue	SB	5-6PM	32	3	6,900	6,557	68.3	F	–	0	0	–	–	–	1	1	0.0%	0	–
I-880	North Bascom Avenue to Stevens Creek Boulevard	SB	5-6PM	46	3	6,900	7,140	51.7	E	–	0	0	–	–	–	1	1	0.0%	0	–
I-880	Stevens Creek Boulevard to I-280	SB	5-6PM	66	3	6,900	5,666	28.6	D	–	0	0	–	–	–	1	1	0.0%	0	–
I-680	McKee Road to Alum Rock Avenue	SB	5-6PM	31	4	9,200	9,044	**72.9**	**F**	–	0	0	–	–	–	442	**442**	**4.8%**	0	–
I-680	Alum Rock Avenue to Capitol Expressway	SB	5-6PM	66	4	9,200	8,039	30.5	D	–	0	0	–	–	–	482	482	5.2%	0	–
I-680	Capitol Expressway to King Road	SB	5-6PM	66	4	10,120	7,951	27.4	D	–	0	0	–	–	–	603	603	6.0%	0	–
I-680	King Road to US 101	SB	5-6PM	66	4	9,200	6,411	24.3	C	–	0	0	–	–	–	603	603	6.6%	0	–
I-280	US 101 to McLaughlin Avenue	WB	5-6PM	66	4	9,200	8,551	32.6	D	–	0	0	–	–	–	763	763	8.3%	0	–
I-280	McLaughlin Avenue to 10th Street	WB	5-6PM	66	4	9,200	8,837	33.7	D	–	0	0	–	–	–	763	763	8.3%	0	–
I-280	10th Street to SR 87	WB	5-6PM	65	4	9,200	8,892	34.2	D	–	0	0	–	–	–	598	598	6.5%	0	–
I-280	SR 87 to Bird Avenue	WB	5-6PM	19	4	9,200	7,032	92.5	F	–	0	0	–	–	–	3	3	0.0%	0	–
I-280	Bird Avenue to Meridian Avenue	WB	5-6PM	43	4	9,200	9,278	53.9	E	–	0	0	–	–	–	5	5	0.1%	0	–
I-280	Meridian Avenue to I-880	WB	5-6PM	62	4	8,510	8,119	35.4	D	70	1	1,800	1,236	17.7	B	5	1	0.0%	4	0.2%
I-280	I-880 to Winchester Boulevard	WB	5-6PM	64	3	6,900	6,974	36.3	D	70	1	1,800	696	9.9	A	3	0	0.0%	3	0.1%
I-280	Winchester Boulevard to Saratoga Avenue	WB	5-6PM	59	3	6,900	7,205	40.7	D	70	1	1,800	927	13.2	B	3	0	0.0%	3	0.1%
SR 87	US 101 to Skyport Drive	SB	5-6PM	8	2	4,400	2,243	**140.2**	**F**	70	1	1,800	2,001	28.6	D	362	**54**	**1.2%**	307	17.1%
SR 87	Skyport Drive to Taylor Street	SB	5-6PM	18	2	4,400	3,585	**99.6**	**F**	70	1	1,800	1,231	17.6	B	362	**54**	**1.2%**	307	17.1%
SR 87	Taylor Street to Coleman Avenue	SB	5-6PM	14	2	4,400	3,173	**113.3**	**F**	70	1	1,800	2,190	31.3	D	402	**60**	**1.4%**	342	19.0%
SR 87	Coleman Avenue to Julian Street	SB	5-6PM	32	2	4,400	4,361	**68.1**	**F**	70	1	1,800	1,959	28.0	D	402	**60**	**1.4%**	342	19.0%
SR 87	Julian Street to I-280	SB	5-6PM	21	2	4,400	3,731	88.8	F	70	1	1,800	1,199	17.1	B	233	35	0.8%	198	11.0%
SR 87	I-280 to Alma Avenue	SB	5-6PM	15	2	4,400	3,135	104.5	F	70	1	1,800	2,005	28.6	D	3	0	0.0%	3	0.1%
SR 87	Alma Avenue to Almaden Road	SB	5-6PM	18	2	4,400	3,454	96.0	F	70	1	1,800	2,774	39.6	D	2	0	0.0%	2	0.1%
SR 87	Almaden Road to Curtner Avenue	SB	5-6PM	24	2	4,400	3,916	81.6	F	70	1	1,800	2,003	28.6	D	2	0	0.0%	1	0.1%
SR 87	Curtner Avenue to Capitol Expressway	SB	5-6PM	43	2	4,400	4,642	54.0	E	70	1	1,800	1,541	22.0	C	2	0	0.0%	1	0.1%

/a/ Volumes factored by 1% growth per year for 10 years using Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008
1% growth per year derived from comparing the available 2004, 2005, 2006, and 2008 VTA CMP freeway data.
Box and bold indicate signficant impact

Table 29
36,000-Seat Cumulative Freeway Segment Level of Service Summary – Addition of 1,300 Spaces to HP Pavilion

				Cumulative Plus Project												Project Trips				
				Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity
SR 87	Capitol Expressway to Curtner Avenue	NB	5-6PM	65	2	4,400	4,332	33.3	D	70	1	1,800	932	13.3	B	281	42	1.0%	239	13.3%
SR 87	Curtner Avenue to Almaden Road	NB	5-6PM	66	2	4,400	4,085	31.2	D	70	1	1,800	1,274	18.2	C	321	48	1.1%	273	15.2%
SR 87	Almaden Road to Alma Avenue	NB	5-6PM	52	2	4,400	4,873	46.9	E	70	1	1,800	1,300	18.6	C	442	66	1.5%	376	20.9%
SR 87	Alma Avenue to I-280	NB	5-6PM	66	2	4,400	4,109	31.4	D	70	1	1,800	1,180	16.9	B	482	72	1.6%	410	22.8%
SR 87	I-280 to Julian Street	NB	5-6PM	67	2	4,400	2,383	17.9	B	70	1	1,800	613	8.8	A	268	40	0.9%	228	12.7%
SR 87	Julian Street to Coleman Street	NB	5-6PM	66	2	4,400	3,201	24.3	C	70	1	1,800	156	2.2	A	2	0	0.0%	2	0.1%
SR 87	Coleman Street to Taylor Street	NB	5-6PM	67	2	4,400	2,057	15.5	B	70	1	1,800	695	9.9	A	2	0	0.0%	2	0.1%
SR 87	Taylor Street to Skyport Drive	NB	5-6PM	67	2	4,400	2,200	16.5	B	70	1	1,800	233	3.3	A	2	0	0.0%	2	0.1%
SR 87	Skyport Drive to US 101	NB	5-6PM	66	2	4,400	2,761	20.9	C	70	1	1,800	310	4.4	A	2	0	0.0%	2	0.1%
I-280	Saratoga Avenue to Winchester Boulevard	EB	5-6PM	36	3	6,900	6,739	62.4	F	70	1	1,800	3,173	45.3	D	563	84	1.2%	478	26.6%
I-280	Winchester Boulevard to I-880	EB	5-6PM	15	3	6,900	4,792	106.5	F	70	1	1,800	2,942	42.0	D	563	84	1.2%	478	26.6%
I-280	I-880 to Meridian Avenue	EB	5-6PM	22	4	9,200	5,887	66.9	F	40	1	1,800	3,284	82.1	F	964	145	1.6%	820	45.5%
I-280	Meridian Avenue to Bird Avenue	EB	5-6PM	24	4	9,200	8,684	92.5	F	–	0	0	–	–	–	964	964	10.5%	0	–
I-280	Bird Avenue to SR 87	EB	5-6PM	24	4	9,200	8,802	91.7	F	–	0	0	–	–	–	882	882	9.6%	0	–
I-280	SR 87 to 10th Street	EB	5-6PM	20	4	9,200	7,752	96.9	F	–	0	0	–	–	–	448	448	4.9%	0	–
I-280	10th Street to McLaughlin Avenue	EB	5-6PM	57	4	9,200	9,794	43.0	D	–	0	0	–	–	–	4	4	0.0%	0	–
I-280	McLaughlin Avenue to US 101	EB	5-6PM	66	4	9,200	8,078	30.8	D	–	0	0	–	–	–	4	4	0.0%	0	–
I-680	US 101 to King Road	NB	5-6PM	66	4	9,200	6,691	25.3	C	–	0	0	–	–	–	3	3	0.0%	0	–
I-880	King Road to Capitol Expressway	NB	5-6PM	66	4	9,660	8,077	29.4	D	–	0	0	–	–	–	3	3	0.0%	0	–
I-680	Capitol Expressway to Alum Rock Avenue	NB	5-6PM	66	4	9,200	6,691	25.3	C	–	0	0	–	–	–	3	3	0.0%	0	–
I-880	Alum Rock Avenue to McKee Road	NB	5-6PM	66	4	9,200	6,690	25.3	C	–	0	0	–	–	–	2	2	0.0%	0	–
I-880	I-280 to Stevens Creek Boulevard	NB	5-6PM	66	3	6,900	5,137	25.9	C	–	0	0	–	–	–	121	121	1.7%	0	–
I-880	Stevens Creek Boulevard to North Bascom Avenue	NB	5-6PM	66	3	6,900	5,962	30.3	D	–	0	0	–	–	–	121	121	1.7%	0	–
I-880	North Bascom Avenue to The Alameda	NB	5-6PM	65	3	6,900	6,347	32.5	D	–	0	0	–	–	–	121	121	1.7%	0	–
I-880	The Alameda to Coleman Avenue	NB	5-6PM	64	3	6,900	6,974	36.3	D	–	0	0	–	–	–	0	0	0.0%	0	–
I-880	Coleman Avenue to SR 87	NB	5-6PM	55	3	6,900	7,261	44.0	D	–	0	0	–	–	–	1	1	0.0%	0	–
I-880	SR 87 to North 1st Street	NB	5-6PM	63	3	6,900	7,074	37.4	D	–	0	0	–	–	–	1	1	0.0%	0	–
I-880	North 1st Street to US 101	NB	5-6PM	58	3	6,900	7,284	41.9	D	–	0	0	–	–	–	2	2	0.0%	0	–
I-880	US 101 to East Brokaw Road	NB	5-6PM	64	3	6,900	6,976	36.3	D	–	0	0	–	–	–	2	2	0.0%	0	–
I-880	East Brokaw Road to Montague Expressway	NB	5-6PM	68	3	6,900	5,238	26.5	D	–	0	0	–	–	–	2	2	0.0%	0	–
I-880	Montague Expressway to East Brokaw Road	SB	5-6PM	19	3	6,900	5,803	101.8	F	–	0	0	–	–	–	402	402	5.8%	0	–
I-880	East Brokaw Road to US 101	SB	5-6PM	14	3	6,900	5,062	120.5	F	–	0	0	–	–	–	442	442	6.4%	0	–
I-880	US 101 to North 1st Street	SB	5-6PM	12	3	6,900	4,644	129.0	F	–	0	0	–	–	–	442	442	6.4%	0	–
I-880	North 1st Street to SR 87	SB	5-6PM	23	3	6,900	6,093	88.3	F	–	0	0	–	–	–	241	241	3.5%	0	–
I-880	SR 87 to Coleman Avenue	SB	5-6PM	23	3	6,900	6,093	88.3	F	–	0	0	–	–	–	241	241	3.5%	0	–
I-880	Coleman Avenue to The Alameda	SB	5-6PM	23	3	6,900	5,852	84.8	F	–	0	0	–	–	–	0	0	0.0%	0	–
I-880	The Alameda to North Bascom Avenue	SB	5-6PM	32	3	6,900	6,557	68.3	F	–	0	0	–	–	–	1	1	0.0%	0	–
I-880	North Bascom Avenue to Stevens Creek Boulevard	SB	5-6PM	46	3	6,900	7,140	51.7	E	–	0	0	–	–	–	1	1	0.0%	0	–
I-880	Stevens Creek Boulevard to I-280	SB	5-6PM	86	3	6,900	5,666	28.6	D	–	0	0	–	–	–	1	1	0.0%	0	–
I-680	McKee Road to Alum Rock Avenue	SB	5-6PM	31	4	9,200	9,044	72.9	F	–	0	0	–	–	–	442	442	4.8%	0	–
I-680	Alum Rock Avenue to Capitol Expressway	SB	5-6PM	66	4	9,200	8,039	30.5	D	–	0	0	–	–	–	482	482	5.2%	0	–
I-680	Capitol Expressway to King Road	SB	5-6PM	66	4	10,120	7,951	27.4	D	–	0	0	–	–	–	603	603	6.0%	0	–
I-680	King Road to US 101	SB	5-6PM	66	4	9,200	6,411	24.3	C	–	0	0	–	–	–	603	603	6.6%	0	–
I-280	US 101 to McLaughlin Avenue	WB	5-6PM	66	4	9,200	8,551	32.6	D	–	0	0	–	–	–	763	763	8.3%	0	–
I-280	McLaughlin Avenue to 10th Street	WB	5-6PM	66	4	9,200	8,837	33.7	D	–	0	0	–	–	–	763	763	8.3%	0	–
I-280	10th Street to SR 87	WB	5-6PM	65	4	9,200	8,914	34.3	D	–	0	0	–	–	–	620	620	6.7%	0	–
I-280	SR 87 to Bird Avenue	WB	5-6PM	18	4	9,200	7,032	92.5	F	–	0	0	–	–	–	3	3	0.0%	0	–
I-280	Bird Avenue to Meridian Avenue	WB	5-6PM	43	4	9,200	9,278	53.9	E	–	0	0	–	–	–	5	5	0.1%	0	–
I-280	Meridian Avenue to I-880	WB	5-6PM	62	4	8,510	8,119	35.4	D	70	1	1,800	1,236	17.7	B	5	1	0.0%	4	0.2%
I-280	I-880 to Winchester Boulevard	WB	5-6PM	64	3	6,900	6,974	36.3	D	70	1	1,800	696	9.9	A	3	0	0.0%	3	0.1%
I-280	Winchester Boulevard to Saratoga Avenue	WB	5-6PM	59	3	6,900	7,205	40.7	D	70	1	1,800	927	13.2	B	3	0	0.0%	3	0.1%
SR 87	US 101 to Skyport Drive	SB	5-6PM	8	2	4,400	2,243	140.2	F	70	1	1,800	2,001	28.6	D	362	54	1.2%	307	17.1%
SR 87	Skyport Drive to Taylor Street	SB	5-6PM	18	2	4,400	3,585	99.6	F	70	1	1,800	1,231	17.6	B	362	54	1.2%	307	17.1%
SR 87	Taylor Street to Coleman Avenue	SB	5-6PM	14	2	4,400	3,173	113.3	F	70	1	1,800	2,190	31.3	D	402	60	1.4%	342	19.0%
SR 87	Coleman Avenue to Julian Street	SB	5-6PM	32	2	4,400	4,361	68.1	F	70	1	1,800	1,959	28.0	D	402	60	1.4%	342	19.0%
SR 87	Julian Street to I-280	SB	5-6PM	21	2	4,400	3,727	88.7	F	70	1	1,800	1,175	16.8	B	205	31	0.7%	174	9.7%
SR 87	I-280 to Alma Avenue	SB	5-6PM	15	2	4,400	3,135	104.5	F	70	1	1,800	2,005	28.6	D	3	0	0.0%	3	0.1%
SR 87	Alma Avenue to Almaden Road	SB	5-6PM	18	2	4,400	3,454	96.0	F	70	1	1,800	2,774	39.6	D	2	0	0.0%	2	0.1%
SR 87	Almaden Road to Curtner Avenue	SB	5-6PM	24	2	4,400	3,916	81.6	F	70	1	1,800	2,003	28.6	D	2	0	0.0%	1	0.1%
SR 87	Curtner Avenue to Capitol Expressway	SB	5-6PM	43	2	4,400	4,642	54.0	E	70	1	1,800	1,541	22.0	C	2	0	0.0%	1	0.1%

/a/ Volumes factored by 1% growth per year for 10 years using Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008
1% growth per year derived from comparing the available 2004, 2005, 2006, and 2008 VTA CMP freeway data.
Box and bold indicate signficant impact

6. Project Impact on Parking Facilities

The available parking inventory in the Diridon/Arena and Downtown area utilized in the original traffic analysis was updated along with revised parking demands for the new stadium capacity alternatives. The proposed baseball stadium would include limited on-site parking (approximately 150 spaces) for players and staff. As described in the previous chapter, there are two scenarios in which the project would provide additional parking to serve ballpark fans. Aside from these new parking facilities, ballpark patrons are expected to utilize existing parking garages and lots in the Diridon/Arena area and parking facilities within the downtown core area east of SR 87. There would be no parking facilities located west of the ballpark. The adequacy of the proposed and existing parking facilities was evaluated for a sell-out weekday-evening baseball game. The analysis was done with and without a concurrent event at the HP Pavilion.

Under the parking scenario in which a 1,300-space parking structure would be constructed on the HP Pavilion parking lot, the parking supply would be slightly greater than a 1,200-space parking structure constructed south of Santa Clara Street. Because the parking demand is the same under the two scenarios and the supply is improved under the HP Pavilion parking structure scenario, no additional analysis of the HP Pavilion parking structure scenario is necessary.

Under the parking scenario in which the proposed new 1,200-space parking structure would be eliminated, patrons would be expected to utilize existing parking garages and lots in the Diridon/Arena area and parking facilities within the Downtown Core Area east of SR 87. There would be no parking facilities located west of the ballpark. The adequacy of the existing parking facilities was evaluated for a sell-out weekday evening baseball game. The analysis was done with and without a concurrent event at the HP Pavilion.

Per City of San Jose guidelines, the baseball stadium would have a significant impact on parking facilities if it would result in inadequate parking capacity for existing land uses or cause parking intrusion into existing residential neighborhoods. Accordingly, this chapter addresses 1) the anticipated baseball stadium parking demand, 2) the existing and foreseeable parking inventory in and around Downtown San Jose, 3) the parking needs of existing uses that rely upon that parking inventory at the same time baseball patrons would be parking in and around Downtown, and 4) the potential for parking intrusion from baseball patrons in existing residential neighborhoods within walking distance of the proposed baseball stadium.

Ballpark Parking Demand Estimates

The parking demand generated by the proposed baseball stadium was estimated based on data for Sharks games utilized in the original traffic analysis. Not including fans that are dropped off at the game

by someone who is not attending the game, it is estimated that 90.5% of attendees to the ballpark would arrive by auto and need parking.

Shark Fans Auto Occupancy

Assuming baseball fans would display the same mode of transportation characteristics as Shark fans, the auto occupancy for attendees at a weekday evening baseball game would equal that observed for a weekday evening hockey game (2.3 persons per vehicle). Based on these travel characteristics, the total parking demand generated by the proposed ballpark is estimated to be 12,450 spaces for the 32,000-seat alternative and 13,929 spaces for the 36,000-seat alternative. Subtracting the number of parking spaces at the proposed ballpark (150) from the total ballpark parking demand yields estimated off-site parking demands of 12,300 and 13,779 spaces for the 32,000 and 36,000-seat alternatives, respectively.

Major League Baseball Auto Occupancy

The suggested auto occupancy provided by MLB, based on occupancies observed at other ballparks, for attendees at a weekday evening baseball game is 2.8 persons per vehicle. Based on these travel characteristics, the total parking demand generated by the proposed ballpark is estimated to be 10,227 spaces for the 32,000-seat alternative and 11,442 spaces for the 36,000-seat alternative. Subtracting the number of parking spaces at the proposed ballpark (150) from the total ballpark parking demand yields estimated parking demands of 10,077 spaces for a 32,000-seat stadium and 11,292 spaces for a 36,000-seat stadium. However, to be conservative, this analysis evaluates the proposed baseball stadium parking demand and the available Downtown inventory using the more conservative assumption of 2.3 persons per vehicle, which yields the highest parking demand projection as described above.

Single-Event Scenario Parking

For the single-event scenario the project will rely on existing parking facilities in the Diridon/Arena area as well as garages and lots in the downtown core area east of SR 87. An inventory of existing parking facilities in these areas, as of the summer of 2009, is provided in Table 30 and graphically presented in Figure 5. Some of the surface parking lots are approved for redevelopment with other uses. This could increase or decrease the availability of parking, although the parking supply is likely to increase.

Hexagon and the City of San Jose conducted occupancy counts of downtown parking garages in the Fall of 2005. The counts showed that the public garages, which were free after 6PM, had occupancies of up to 50% at 7pm. Occupancy in the private garages, which are not free, was less than 5%. In January 2008, the City implemented paid parking after 6PM in public garages that had offered free parking after 6PM. Although new occupancy counts were not completed as part of this supplemental analysis, it is likely that occupancy within downtown is less than that surveyed in 2005 due to the elimination of free parking. Based upon the occupancies of 50% and 5% for the public and private garages, respectively, a reasonable assumption would be an ambient average occupancy of 25% for parking spaces downtown when there is not an event at the HP Pavilion. This calculates to 13,847 existing spaces available to the ballpark within ¾ mile.

The estimated parking supply would be more than adequate to meet the estimated project off-site parking demand without the construction of a new parking garage. Additional parking supply would be provided should either a 1,200-space or 1,300-space garage be constructed. The ¾ mile maximum walking distance is considered a reasonable distance for most fans to walk and is intended as a guideline to assess available parking supply. This would be adequate to meet the estimated project parking demand created by any of the three parking options under the single-event scenario.

Table 30
Parking Facilities Inventory

Lot Number	Facility Name	Type	Unrestricted Parking Capacity
Off-Street Parking Facilities within 1/3 Mile Radius			
18	Arena Lot D	public	228
19	San Jose Water Lot (west)	priv w/pub acc	280
20	San Jose Water Lot (east)	priv w/ pub acc	575
21	Santa Clara/87	public	232
42	Park Center Plaza III	priv w/pub acc	1,320
47	Cahill Lot 4	public	149
49	Cahill Lot 1	public	180
50	Cahill Lot 2	public	162
51	Cahill Lot 3	public	90
56	Palermo Lot	priv w/pub acc	26
57	Power Play Hockey Lot	priv w/pub acc	14
59	Water District Lot	priv w/pub acc	70
		Subtotal	3,326
Off-Street Parking Facilities within 1/3 to 2/3 Mile Radius			
1	Market/San Pedro Garage	public	1,393
4	Ernst & Young Garage	priv w/pub acc	400
10	Comerica - 333 W. Santa Clara	priv w/pub acc	736
14	Auzerais Lot	priv w/pub acc	71
24	Fairmont Plaza	priv w/pub acc	626
25	10 Almaden	priv w/pub acc	700
26	Opus West-225 W. Santa Clara	priv w/pub acc	805
27	160 W. Santa Clara	priv w/pub acc	461
29	95 S. Market Street	priv w/pub acc	95
32	Park Center Plaza I	priv w/pub acc	1,066
33	Adobe	priv w/pub acc	1,104
34	Riverpark	priv w/pub acc	1,413
35	San Pedro Square	priv w/pub acc	118
37	California Bank & Trust-84 W.Santa Clara	priv w/pub acc	35
38	National Lot (1 South Market St.)	priv w/pub acc	82
40	Plaza Lot (San Pedro/St. James)	priv w/pub acc	195
43	Terraine Lot	priv w/pub acc	75
44	Arena Lots A, B and C	public	1,447
45	Crowne Plaza Garage	priv w/pub acc	276
46	Notre Dame Lot (nw c/o Notre Dame/St John)	priv w/pub acc	99
48	Almaden/Woz Lot	public	365
55	Milligan Lot	priv w/pub acc	45
58	Woz/87 Lot	public	283
60	Convention Center	public	675
		Subtotal	12,565
		Subtotal Total	15,891

Table 30 (Continued)
Parking Facilities Inventory

Lot Number	Facility Name	Type	Unrestricted Parking Capacity
Off-Street Parking Facilities within 2/3 - 3/4 Mile Radius			
5	2nd/San Fernando (Block 2)	public	154
7	Market/San Carlos (Block 8)	public	92
17	Autumn St. Lot (Akatiff Lot)	priv w/pub acc	523
22	Pavilion Garage	priv w/pub acc	261
28	60 S. Market Street	priv w/pub acc	814
30	Community Towers	priv w/pub acc	89
39	Victory Parking	priv w/pub acc	439
66	South Hall Lot	public	155
61	Almaden/Balbach Lot	public	45
	Subtotal		2,572
	Subtotal Total		18,463
Off-Street Parking Facilities outside 3/4 Mile Radius			
2	Third Street Garage	public	837
3	2nd/S. Carlos Garage	public	544
6	Central Place Lot (Block 3)	public	156
9	4th Street Garage	public	750
12	2nd/St. James (Oaisis Lot)	public	138
13	First/St. James Lot	public	37
15	San Pedro/Bassett Lot	public	118
23	Colonade (201 S. Fourth)	priv w/pub acc	145
31	Second/San Carlos(behind McDonalds)	priv w/pub acc	100
36	Fountain Alley	public	160
41	Valley Title	priv w/pub acc	294
52	SJ State University 10th Street Garage	public	1,927
53	SJ State University 4th Street Garage	public	1,136
54	SJ State University 7th Street Garage	public	1,980
64	First Street and I-280 Lot	public	113
67	New City Hall Garage	public	372
68	City Hall Employee Garage	public	1,117
69	Central Place Garage (The 88)	public	330
70	Third & Santa Clara (The Globe)	public	67
71	10 S. Third Street	priv w/pub acc	85
	Subtotal		10,406
	TOTAL		**28,869**

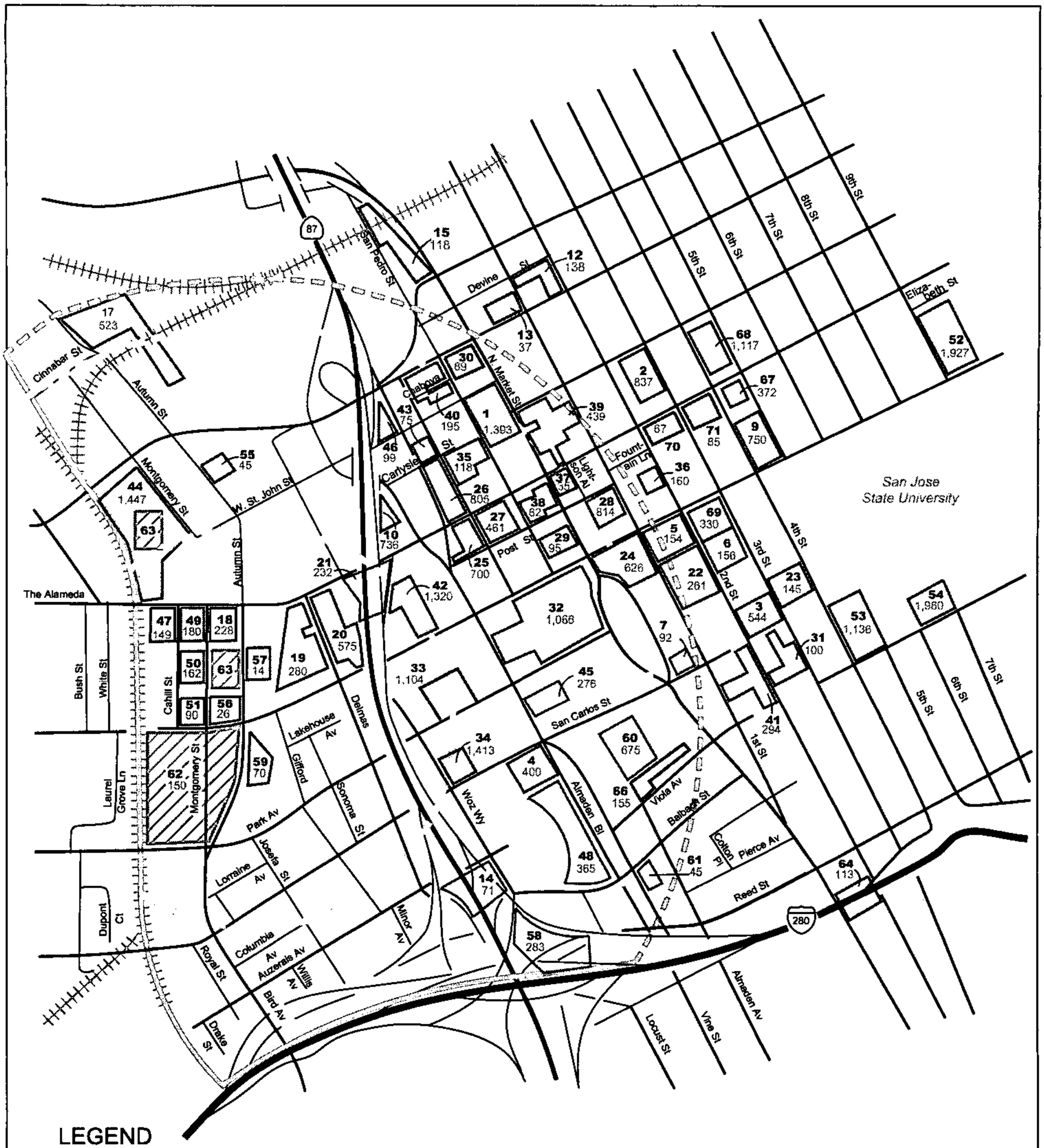


Figure 5

OFF-STREET BALLPARK PARKING FACILITIES

San Jose Ballpark Supplemental

Simultaneous-Event Scenario Parking

An event at HP Pavilion concurrent with a baseball game would reduce the amount of parking available to the ballpark. The HP Pavilion has an agreement with the City of San Jose to guarantee the availability of a certain number of parking spaces near the arena. In order to maintain this availability, it would be necessary to monitor the parking lots and garages within 1/3 mile and ½ mile of the HP Pavilion. The City of San Jose would need to work with HP Pavilion staff to insure that the provisions of the agreement would be satisfied.

It is assumed, based on past history with large HP Pavilion events, that public and private parking facilities would be made available to HP Pavilion Arena and ballpark patrons based on demand. During simultaneous events, it is likely that the owners of additional parking facilities (that are not normally available, due to reduced demand, for HP Pavilion events alone) would take advantage of the opportunity to charge for parking and open their facilities to serve the additional event parking demand.

The HP Pavilion agreement with the City of San José requires that there be 6,650 spaces (6,350 patron and 300 employee) available to the arena within ½-mile, and that 3,475 of these spaces be within ⅓-mile. The parking lots nearest the HP Pavilion are the HP Pavilion main lot, HP Pavilion Lot D, Cahill Lots 1-4, SJ Water Company lots, and the Akatiff & Milligan lots, several of which are privately owned and operated. These all are within ⅓-mile and have a combined capacity of 3,791 spaces. To satisfy the agreement, another 2,859 spaces would need to be available. These spaces could be found in the following lots and garages: Market/San Pedro garage (1,393 spaces), Comerica garage (736 spaces), and Park Center Plaza III garage (1,320 spaces). As stated above, to ensure adequate available parking for the HP Pavilion when both facilities host a major event, it will be necessary to monitor the parking lots and garages nearest the HP Pavilion so that no baseball attendees would park there.

The reduction of parking available to the ballpark in the simultaneous-event scenario would mean the utilization of spaces in lots and garages farther than ¾ mile from the ballpark. Counting parking facilities outside this radius, but still within downtown San Jose, adds another 10,406 spaces to the inventory. The combined parking demand of the HP Pavilion and the ballpark would be about 19,000 spaces, assuming no shift in travel mode or vehicle occupancy. This demand essentially could be met within downtown San Jose, where there are about 21,652 existing spaces available (75% of 28,869). In that event, some ballpark patrons would experience walk times of 20-30 minutes, which is typical of that experienced by San Francisco Giants fans walking approximately one mile from the several Market Street BART stations to AT&T Park. Under such circumstances, it might be desirable to operate a shuttle bus from outlying parking areas to the ballpark. Alternatively, the City might wish to encourage transit usage and carpooling as a way to reduce the number of cars brought downtown. Additional parking supply would be provided should either a 1,200-space or 1,300-space garage would be constructed.

It is expected that as garages closer to the HP Pavilion and baseball stadium become full, fans seeking parking would drive throughout Downtown seeking the closest available parking, which would cause some additional congestion on those Downtown streets and intersections used to access parking garages. This will be addressed through 'dynamic wayfinding' (currently in operation) to direct fans to available parking and through the Traffic and Parking Management Plan (TPMP), discussed in more detail in the following chapter. As discussed previously in this chapter under the local intersection level-of-service analysis, the Downtown is exempt from the Citywide level of service standard, and thus any incremental increase in congestion from fans driving within Downtown seeking a garage with available parking is considered acceptable under, and by, City policy.

As discussed above, adequate parking is *not* defined as satisfying 100 percent of the baseball stadium parking demand on-site or within parking facilities that are within the direct control of the City or the baseball stadium operator. To do so would require a parking arrangement akin to the A's current situation at the Oakland Coliseum with a large surface parking field surrounding the ballpark and little else (which situation the A's owner specifically seeks to leave), or a large group of parking structures (6 to 12) in the immediate vicinity. Both scenarios are at odds with the City's vision for the Diridon Station Area, which is planned to have enhanced multimodal network connections to support a 24-hour/7-day-a-week

commercial and entertainment center as part of the expanded Downtown Core. Already a major transit hub, Diridon Station may become one of the busiest multimodal stations in California and the western region of the United States with the proposed BART extension to Silicon Valley and the proposed HSR project to San Francisco and Los Angeles.

Rather, the proposed baseball stadium seeks to follow the model of urban ballparks that reinforce the vitality of a commercial and entertainment district, as found in San Francisco, Seattle, Boston, Chicago, New York, San Diego, Pittsburg, Cincinnati, and Denver, among others. As with the Sharks and other large events at the HP Pavilion currently, these sports facilities introduce tens of thousands of fans who park or take transit, dine and/or shop at Downtown businesses, and walk to the facility, taking full advantage of the substantial public and private investment in parking and transit infrastructure that has already been made in Downtown San Jose. To the extent baseball patrons would need to walk more than ¾ mile to the baseball stadium from available parking under a simultaneous event scenario, it is not a question of adequate parking for existing uses, including the HP Pavilion, since the parking needs for those uses have been accounted for in the baseball stadium parking analysis, and a sufficient number of parking spaces have been identified within the Downtown area generally.

The need for baseball fans to potentially walk more than ¾ mile under this simultaneous event scenario instead highlights the question about whether fans would shift their behavior so that a higher percentage take transit, or by increasing vehicle occupancies closer to the 2.8 per car (up from the assumed 2.3 per vehicle) anticipated by MLB. The transit assumption for the baseball stadium has only accounted for existing transit options, and makes no assumption for future BART and HSR ridership, likely resulting in an ultimately very conservative assumption regarding transit usage once those options exist. Transit usage at several of the urban ballparks identified above has been observed between 11 percent and 23 percent, substantially higher than the conservative estimate of 4.5 percent assumed for the baseball stadium.

Effects on Downtown Parking

Within ¾ miles from the stadium, a total supply of 18,463 parking spaces currently exists to the north and east of the project site. Assuming these spaces normally are 25 percent occupied in the evening without an event at the HP Pavilion, there are an estimated 13,847 available spaces for the stadium. Put another way, it is apparent from parking surveys that the existing Downtown land uses (excluding an HP Pavilion event) generate a parking demand that can be satisfied by 25 percent of the available parking inventory in that the parking facilities are 25 percent full on a typical weekday evening when baseball patrons would be seeking parking.

Inadequate parking can reduce the viability of land uses by making it difficult for building occupants or customers/clients to park within a reasonable distance of their intended destination, thereby reducing the relative convenience and attractiveness of accessing the building. This can manifest in reduced rents or revenues, occupancy by less economically vital land uses, and in the worst case, business closure and ongoing difficulty to tenant buildings, which over time can, in the extreme, lead to the physical deterioration of vacant buildings, resulting in blight, an acknowledged environmental effect. However, given the substantial amounts of on-street, public off-street, and publicly-available privately owned off-street parking in the Downtown, the City is aware of no substantial evidence to suggest urban decay or blight is a foreseeable outcome due to parking supply for any existing land uses in Downtown San Jose.

In most cases in San José, parking for a land use is provided on the site of, and under the direct control of, the land use itself. However, in certain urban environments, it is not uncommon for parking to be provided at off-site locations within a convenient walking distance of a given land use, a situation authorized in Title 20 of the Municipal Code (Section 20.90.200). Such is the case at the existing HP Pavilion, whereby only a modest percentage of the facility's parking is provided on-site and is under the control of the City or the Arena Management. For a use such as a large sports stadium or arena in Downtown San Jose, the past two decades of operations at the Arena/HP Pavilion have demonstrated that it is feasible and appropriate for a large percentage of the available parking to be provided by the private market in the form of independently owned and operated surface lots and parking garages.

Therefore, adequate parking is not defined as satisfying 100 percent of the baseball stadium parking demand on-site or within parking facilities that are within the direct control of the City or the baseball stadium operator. Rather, from an environmental impacts analysis standpoint, inadequate parking means that the baseball stadium would consume such a disproportionate share of the available Downtown parking inventory that existing uses (including the HP Pavilion) that rely upon that parking become non-viable. There is no substantial evidence to support a conclusion that such an outcome is foreseeable or anticipated. It is acknowledged that business owners might think there is a 'real problem' if there were a serious financial impact to their business, maybe well short of non-viability, due to increased competition for parking. However, this analysis addresses impacts and a situation whereby increased competition for parking causes a serious impediment or disruption in the ability to carry on business on game nights is not an impact, rather it is an arguably remote and speculative economic impact issue for the City to consider as it weighs the merits of the baseball stadium.

Proposed as an urban ballpark in a Downtown setting, it is understood and anticipated based upon San Jose's own local sports arena experience as well as the experience of other urban ballpark venues that the available parking inventory to support the HP Pavilion and the proposed baseball stadium will consist primarily of private, fee-based parking facilities not controlled by the City or the operators of either sports facility, and that the parking space inventory will be dynamic over time as properties redevelop, but with the overall trend of increased parking supply as surface parking lots are replaced with urban uses with structured parking.

7.
Other Operational Issues

Transit, Bicycle and Pedestrian Impact Analysis

Though the reduced stadium size will result in less demand on transit, bicycle and pedestrian facilities in the area of the ballpark, it is assumed that the same improvements to transit, bicycle and pedestrian facilities will still be necessary. Therefore, the improvements described in the original analysis remain unchanged.

The parking alternative for the ballpark that consists of the addition of 1,300 spaces on the HP Pavilion lot, will result in additional pedestrian crossings of Santa Clara Street. Pedestrians will cross Santa Clara Street in the southbound direction before games and northbound after games along the Arena's south side between Autumn and Cahill Streets. The number of pedestrians will be dependent on availability and management of parking in the HP lot. On days of simultaneous hockey and baseball games, it is likely that as many as 2,990 ballpark pedestrians (2.3 persons per vehicle x 1,300 spaces) could cross Santa Clara Street. On days with only baseball games and full utilization of the HP lot, as many as 6,320 ballpark pedestrians (2.3 persons per vehicle x 2,747 spaces) could cross Santa Clara Street. Pedestrian crossing of Santa Clara Street will be spread over a two hour period based upon the arrival of fans. There are three signalized intersections with crosswalks along Santa Clara Street at Cahill, Montgomery, and Autumn Streets that can accommodate the pedestrian crossings.

Project Analysis on Neighborhood Streets

Though no impacts on neighborhood streets were identified in the original traffic analysis, it can be expected that any increases in traffic volumes and/or parking issues on neighborhood streets surrounding the ballpark site would be reduced with the reduction in stadium size. To manage any adverse effects on neighborhood streets, a detailed Traffic and Parking Management Plan (TPMP) should be prepared that describes initial short-term traffic controls as well as the long term traffic management.

Bird Avenue / Autumn Street Design

The planned improvements for the Bird Avenue/Autumn Street corridor either as background improvements (something already planned without the ballpark) or as part of the ballpark project that were described in the original traffic analysis remain unchanged. The improvements include the extension of Autumn Street to Coleman Avenue, the realignment of Autumn Street (and abandonment of

Montgomery Street) along the ballpark site, and transportation operational improvements on Bird Avenue between I-280 and Park Avenue.

Potential Park Avenue Narrowing

In addition to the roadway adjustments described above, this supplemental analysis includes the evaluation of the potential narrowing of Park Avenue to accommodate the stadium and associated facilities. Because it is uncertain at this point whether the adjustments to the roadway will be necessary, the narrowing of Park Avenue is treated within this supplemental analysis as a project variant. Analysis was completed to evaluate the effects of the roadway adjustment on each of the affected roadway facilities for each of the project alternatives and parking scenarios.

Roadway Adjustments

The narrowing of Park Avenue would occur between McEvoy Street and Josefa Street, and reduce the travel lanes in each direction from two lanes to one lane. The narrowing of Park Avenue will reduce the through lanes along Park Avenue at its intersection with Bird Avenue/Autumn Street. Bike lanes are planned along Park Avenue along the section to be narrowed, but the potential narrowing will not prohibit the implementation of the planned bike lanes. Bird Avenue also would be narrowed between San Carlos Street and Park Avenue and reduce travel lanes in each direction from three to two-lanes for that specific street segment. The narrowing of Bird Avenue will result in the reduction of through lanes along Bird Avenue/Autumn Street at its intersections with San Carlos Street and Park Avenue. The resulting lane configurations for each of the effected intersections with the potential narrowing are shown in Figure 6. The City of San Jose completed a General Plan Amendment (GPA) analysis for the proposed narrowing of Park Avenue and is included in Appendix D of this report. Intersection level of service analysis also was completed for the narrowing the results of which are presented in Tables 31 and 32 below.

Long-Term General Plan Amendment Analysis Summary

While Park Avenue today consists of two and four lane segments, it is planned in the current San Jose 2020 General Plan Land Use/ Transportation Diagram for ultimate improvement to four lanes, for purposes of accommodating future traffic volumes from build out of all planned land uses in the vicinity per the General Plan.The Park Avenue adjustment will consist of a roadway network adjustment that may result in a redistribution of traffic on surrounding roadways. Therefore, a GPA analysis is required to evaluate the effects of the proposed roadway adjustment. Since the proposed Park Avenue narrowing would not consist of land use changes, it would not result in a change in peak hour trips. The GPA analysis utilizes the City of San Jose traffic forecasting model and CUBE transportation planning software. The determination of significance is based on the extent to which the proposed roadway change contributes to projected peak hour travel and congestion in the vicinity of the proposed amendment. The GPA analysis includes a quantification of effects of the roadway adjustment on vehicle miles traveled (VMT), vehicle hours traveled (VHT), trips across regional screenlines, and a congested proximity analysis.

The results of the GPA analysis indicate that the proposed reduction in planned Park Avenue capacity from four to two lanes would shift travel patterns and lead to an increase in traffic volumes on surrounding roadways that will result in increases to congestion through regional screenlines and roadways within its proximity that are beyond the identified impact thresholds. Based on the impact criteria for the GPA analysis, the increases constitute a significant adverse traffic impact.

Impacts from a proposed General Plan amendment can be reduced by conformance with General Plan policies as outlined in the City's General Plan Amendment report, but not to a less than significant level since the General Plan Amendment analysis assumes that all planned transportation improvements identified in the Land Use/Transportation Diagram exist, meaning no additional improvements are available to offset the loss of roadway capacity from a narrowed Park Ave. As an example, the City could consider re-designating a parallel roadway to add more vehicular capacity (i.e. add more lanes to San

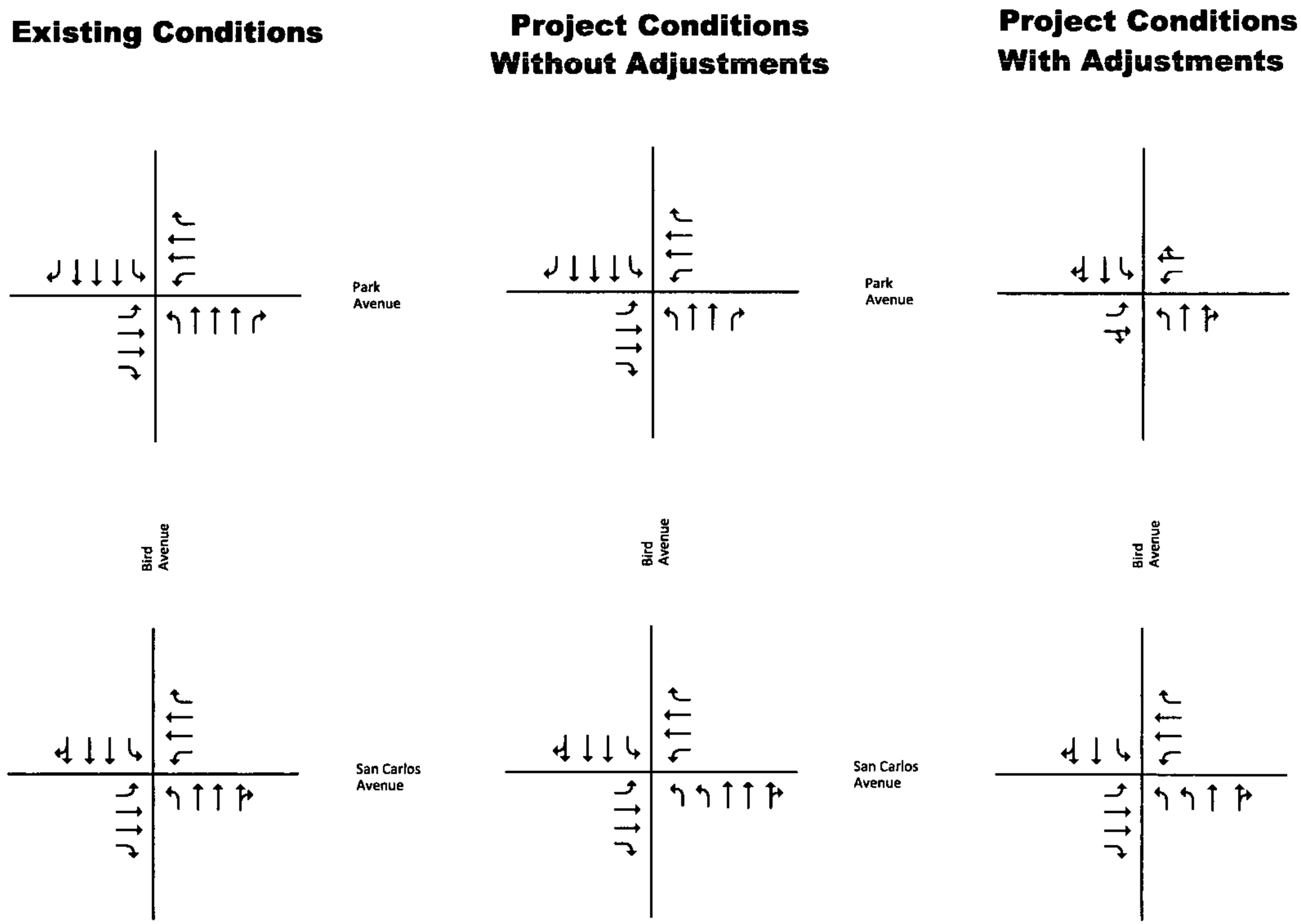


Figure 6

PARK AND BIRD AVENUES LANE CONFIGURATIONS

Hexagon
Transportation Consultants, Inc.

San Jose Ballpark Supplemental

Table 31
32,000-Seat Intersection Levels of Service Summary (With Park Avenue Narrowed)

		With 1,200-Space Garage								Elimination of 1,200-Space Garage							
		Project Conditions				With Impr		Cumulative		Project Conditions				With Impr		Cumulative	
Study Number	Intersection	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Ave. Delay	LOS	Ave. Delay	LOS
5-6 PM Single-Event																	
7	Bird Ave and W. San Carlos St.*	45.7	D	5.7	0.115	--	--	**119.2**	**F**	45.9	D	6.3	0.119	--	--	**120.5**	**F**
15	S. Autumn St. and Park Ave.	46.7	D	17.7	0.331	--	--	**163.1**	**F**	47.5	D	18.3	0.335	--	--	**167.3**	**F**
6-7 PM Single-Event																	
7	Bird Ave and W. San Carlos St.*	37.7	D	0.4	0.139	--	--	--	--	37.6	D	1.0	0.139	--	--	--	--
15	S. Autumn St. and Park Ave.	387.8	F	448.4	1.246	42.2	D	--	--	**386.8**	**F**	**403.4**	**1.328**	43.0	D	--	--
6-7 PM Simultaneous-Events																	
7	Bird Ave and W. San Carlos St.*	39.2	D	6.1	0.266			**88.9**	**F**	38.9	D	5.1	0.227	--	--	**88.9**	**F**
15	S. Autumn St. and Park Ave.	**1019.6**	**F**	**1267.9**	**2.471**	36.1	D	34.0	C	**989.5**	**F**	**1019.3**	**2.456**	35.9	D	33.6	C

* Denotes CMP Intersection
Bold Bold indicates deficient intersection operations
Box and bold indicates significant impact

		Addition of 1,300 Spaces to HP Pavilion							
		Project Conditions				With Impr		Cumulative	
Study Number	Intersection	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Ave. Delay	LOS	Ave. Delay	LOS
5-6 PM Single-Event									
7	Bird Ave and W. San Carlos St.*	45.8	D	5.7	0.115	--	--	**119.6**	**F**
15	S. Autumn St. and Park Ave.	46.8	D	17.7	0.331	--	--	**163.9**	**F**
6-7 PM Single-Event									
7	Bird Ave and W. San Carlos St.*	37.7	D	0.6	0.130	--	--	--	--
15	S. Autumn St. and Park Ave.	**380.8**	**F**	**429.1**	**1.208**	42.5	D	--	--
6-7 PM Simultaneous-Events									
7	Bird Ave and W. San Carlos St.*	39.0	D	5.5	0.249			**87.4**	**F**
15	S. Autumn St. and Park Ave.	**989.3**	**F**	**1221.9**	**2.419**	35.7	D	33.5	C

* Denotes CMP Intersection
Bold Bold indicates deficient intersection operations
Box and bold indicates significant impact

Table 32
36,000-Seat Intersection Levels of Service Summary (With Park Avenue Narrowed)

		With 1,200-Space Garage								Elimination of 1,200-Space Garage							
		Project Conditions				With Impr		Cumulative		Project Conditions				With Impr		Cumulative	
Study Number	Intersection	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Ave. Delay	LOS	Ave. Delay	LOS
5-6 PM Single-Event																	
7	Bird Ave and W. San Carlos St.*	45.9	D	6.5	0.120	--	--	**120.1**	**F**	46.2	D	7.1	0.124	--	--	**121.5**	**F**
15	S. Autumn St. and Park Ave.	47.2	D	18.5	0.337	--	--	**165.0**	**F**	48.1	D	19.1	0.341	--	--	**169.3**	**F**
6-7 PM Single-Event																	
7	Bird Ave and W. San Carlos St.*	38.1	D	0.9	0.152	--	--	--	--	38.0	D	1.6	0.153	--	--	--	--
15	S. Autumn St. and Park Ave.	**400.6**	**F**	**463.2**	**1.274**	43.0	D	--	--	**400.3**	**F**	**419.4**	**1.360**	43.7	D	--	--
6-7 PM Simultaneous-Events																	
7	Bird Ave and W. San Carlos St.*	39.8	D	7.0	0.280	--	--	**92.7**	**F**	39.4	D	5.8	0.241	--	--	**92.4**	**F**
15	S. Autumn St. and Park Ave.	**1036.3**	**F**	**1289.0**	**2.512**	37.0	D	35.2	D	**1010.3**	**F**	**1049.2**	**2.504**	36.6	D	34.9	C

* Denotes CMP Intersection
Bold Bold indicates deficient intersection operations
[ ] Box and bold indicates significant impact

		Addition of 1,300 Spaces to HP Pavilion							
		Project Conditions				With Impr		Cumulative	
Study Number	Intersection	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Ave. Delay	LOS	Ave. Delay	LOS
5-6 PM Single-Event									
7	Bird Ave and W San Carlos St.*	46.0	D	6.4	0.120	--	--	**120.5**	**F**
15	S. Autumn St. and Park Ave.	47.3	D	18.4	0.336	--	--	**165.6**	**F**
6-7 PM Single-Event									
7	Bird Ave and W. San Carlos St.*	38.0	D	1.1	0.144	--	--	--	--
15	S. Autumn St. and Park Ave.	**393.7**	**F**	**443.8**	**1.236**	43.3	D	--	--
6-7 PM Simultaneous-Events									
7	Bird Ave and W. San Carlos St.*	39.5	D	6.3	0.263	--	--	**91.0**	**F**
15	S. Autumn St. and Park Ave.	**1006.7**	**F**	**1244.6**	**2.461**	36.5	D	34.7	C

* Denotes CMP Intersection
Bold Bold indicates deficient intersection operations
[ ] Box and bold indicates significant impact

Carlos Avenue or Auzerais Avenue), but there are significant right-of-way constraints that make that infeasible. The challenge of mitigating for General Plan level transportation impacts is substantially more complex than 'improving' an intersection by adding a turn lane so it can handle more traffic, rather it involves upgrading an entire roadway segment and is considered infeasible due to right-of-way constraints, substantial cost, and unacceptable land use impacts, i.e. acquisition and demolition of homes, businesses, etc., similar to the difficulties involved in creating additional freeway segment capacity. The General Plan policies primarily require that a near-term traffic analysis for the proposed roadway change be completed. The results of the near-term traffic analysis are as follows.

Project Conditions Intersection Level of Service

Intersection level of service analysis was completed to evaluate the effects of the Park Avenue and Bird Avenue roadway adjustments for each of the project alternatives and parking scenarios. The level of service results under project conditions for each of the study scenarios indicate that the roadway adjustments will have little or no effect on the intersection level of service reported without the roadway adjustments at the intersections of Park Avenue and San Carlos Street with Bird Avenue/Autumn Street. The intersection of Bird Avenue and San Carlos Street would continue to operate at LOS D or better conditions under each of the study scenarios. The intersection of Autumn Street and Park Avenue would operate at LOS F conditions, but improve to LOS D conditions with the improvements described as project mitigation.

Cumulative Conditions Intersection Level of Service

The results of the evaluation of the effects of the roadway adjustments under cumulative conditions indicates that the intersection of Autumn Street and Park Avenue would degrade from LOS D or better conditions as reported without the roadway adjustments under each of the study scenarios to LOS F with the roadway adjustments. The intersection of Bird Avenue and San Carlos Street would degrade from LOS E without the roadway adjustments to LOS F with the roadway adjustments under each of the study scenarios. The intersection of Bird Avenue and San Carlos Street was also identified to operate at LOS E conditions in the original 2006 traffic study. Each of the intersections is within the San Jose Downtown area and, thus, is exempt from the City's Level of Service policy.

Traffic and Parking Management Plan

To achieve the mitigated intersection levels of service described previously in this analysis, a Traffic Parking and Management Plan (TPMP) will be developed, and changes would be required to the operational aspects of some intersections. A detailed TPMP will be prepared that describes initial short-term traffic controls as well as the long term traffic management. This is the same procedure that was followed for the opening of the Arena. The Arena TPMP has been refined over the years, and now Arena events do not result in substantial, recurring traffic, parking, or pedestrian access problems. The purpose of the TPMP will be to provide for efficient ingress and egress of vehicles, pedestrians, and transit services to and from the ballpark, Arena, and identified parking facilities and minimize the effects of stadium/arena traffic and parking on surrounding neighborhoods. The TPMP will implement the following strategies:

- Motorist information system
- Dispersed/decentralized parking plan
- Neighborhood protection
- Promotion of public transit options
- Traffic and pedestrian control
- Utilize a transportation management and communications center

The majority of the strategies will be implemented via a traffic control plan that will be developed as part of the TPMP and serve to move vehicular traffic associated with the stadium efficiently from regional transportation facilities to arterials and into identified parking locations. The traffic control plan will identify road closures, intersection lane configuration changes, and locations that will be controlled by uniformed officers. The measures that will be taken as part of the traffic control plan to facilitate the efficient ingress and egress of stadium traffic are as follows:

- A transportation management communications center will be utilized to coordinate officers, signal operations, monitor parking availability and the changeable message signs (CMS). The center will be connected and integrated into the City of San Jose's existing electronic traffic control system.

- Motorists will be directed to available parking from local and regional transportation facilities via CMS that are currently in place at several locations. Additional temporary CMS may be utilized to notify non-stadium traffic of events and associated road closures and delays.
- Parking facilities throughout the Downtown area will be utilized by the stadium. The availability of dispersed parking will result in a dispersal of stadium traffic to several freeway interchanges, arterials and local streets rather than one single access route leading to one centralized parking location.

- Neighborhood surrounding the stadium will be protected from parking intrusion by permit parking and signage restricting stadium parking. Officer parking enforcement will also be utilized during events.

- The availability of public transit in the immediate vicinity of the stadium will be promoted.

- Officers will be located at key locations to facilitate traffic flow, minimize traffic congestion, and manage pedestrians to minimize conflicts with vehicular traffic. Officers will communicate with the traffic control center to request signal timing adjustments as needed.

- Lane configuration adjustments and turn restrictions will be implemented at intersections surrounding the stadium and where there are heavy pedestrian volumes. And, signal timing at all intersections surrounding the stadium and those at major gateways to the stadium will be adjusted to provide adequate green time to serve inbound/outbound stadium traffic.

With an overlap of the MLB and NHL seasons as well as the occurrence of festivals in the downtown area, there will be days with simultaneous events. The following actions will be undertaken as part of the TPMP to minimize the effects of the increased traffic and pedestrian demand on transportation facilities and surrounding neighborhoods:

- Minimize same day event occurrences
- Staggered start/end times for events
- Monthly coordination with event venues
- Promotion of increased transit usage on simultaneous event days
- Increase transit service capacity

Changes in nearby land uses, available parking locations, and residential concerns, will necessitate a re-evaluation of the TPMP annually to evaluate the effectiveness of the TPMP and address any concerns that may arise from implementation of the TPMP.

8. Conclusions

Utilizing new traffic volume data for study intersections and freeway segments, the results of the supplemental traffic analysis for the proposed ballpark indicate that the reduction in stadium size from 45,000 to either the 32,000 or 36,000 seating capacity alternatives will result in less of an impact on the transportation system surrounding the project site. Tables 33 and 34 present comparison summaries between the supplemental and original traffic analysis for the 32,000 and 36,000-seat alternatives, respectively.

The traffic analysis completed in February 2006 had identified project impacts at two intersections and four freeway segments under the single-event scenario (5-6PM). The supplemental analysis results indicate no intersection impacts and 15 freeway segment impacts for each of the stadium seating capacity alternatives and parking scenarios. The additional freeway segment impacts are due to an expansion of the number of study segments within this supplemental analysis. The supplemental analysis of the single-event (6-7PM) scenario indicate that three intersections will operate worse than LOS D under project conditions for each of the stadium seating capacity alternatives and parking scenarios, while four intersections are projected to operate at LOS D or worse under project conditions during the simultaneous-event (6-7PM) scenario. Comparatively, the original traffic analysis projected four intersections to operate at LOS D or worse conditions during both the single-event and simultaneous-event scenarios. The proposed improvements to each of the intersections projected to operate at unacceptable levels are the same as those proposed in the original traffic analysis.

The reduction in stadium seating capacity will result in less of a demand for parking to serve the stadium. The updated evaluation of parking demand vs. supply indicates that there is adequate existing parking supply within a ¾ mile radius of the stadium site to serve stadium demand for the single-event scenario. The combined parking demand of the HP Pavilion and the ballpark could be easily met within downtown San Jose.

The ballpark's effects on transit, bicycle and pedestrian facilities will be less than that which is described in the original traffic analysis due to the reduction in stadium size and demand on the facilities. The improvements identified in the original traffic analysis to pedestrian facilities as well as those identified along the Bird Avenue corridor remain unchanged.

Overall, each of the parking scenarios would result in the same effects on intersections and freeway segments under project conditions as those identified in the in the original 2006 TIA which included the 1,200 space parking garage. Under cumulative conditions, the addition of 1,300 parking spaces to the HP Pavilion lot would result in one additional deficiency with a 32,000-seat stadium and two additional deficiencies with a 36,000-seat when compared to the original 2006 TIA during the simultaneous-event

(6:00-7:00PM) scenario. One additional freeway segment also would be impacted by each of the project alternatives and parking scenarios under cumulative conditions.

The proposed project, regardless of seating capacity and parking option, would not result in inadequate parking capacity for existing Downtown uses, including the HP Pavilion, and would not cause significant parking intrusion to surrounding residential neighborhoods. The proposed reduction in Park Avenue lane capacity from four to two lanes would not cause any additional near-term local intersection impacts when combined with baseball stadium traffic, but would cause significant congestion on surrounding roadways over the long term assuming build out of planned land uses in the San Jose 2020 General Plan land use diagram.

Table 33
32,000-Seat Alternative Impacts and Mitigation Measures Comparison Summary

Intersection	2006 Study			2009 Study 32,000-Seat Alternative: With 1200-space garage			2009 Study 32,000-Seat Alternative: Elimination of 1200-space garage			2009 Study 32,000-Seat Alternative: Addition of 1,300 Spaces to HP Pavilion			Improvement
	5-6PM No-Hcky	6-7PM No-Hcky	6-7PM Hockey	5-6PM No-Hcky	6-7PM No-Hcky	6-7PM Hockey	5-6PM No-Hcky	6-7PM No-Hcky	6-7PM Hockey	5-6PM No-Hcky	6-7PM No-Hcky	6-7PM Hockey	
Autum St. and San Fernando St.		O	O		O	O		O	O		O	O	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queuing space
Delmas St. and Park Ave.	X	O	O		O	O		O	O		O	O	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queuing space Add 2nd southbound through lane (2006 study only)
Autumn St. and Park Ave.		O	O		O	O		O	O		O	O	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queuing space Prohibit left turns
Delmas St. and San Fernando St.	X	O	O			O			O			O	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queuing space Add 2nd southbound through lane
Freeway Segment	4			15			15			15			

X = Identified Impacts
O = Operational Issues Identified

Table 34
36,000-Seat Alternative Impacts and Mitigation Measures Comparison Summary

Intersection	2006 Study			2009 Study 36,000-Seat Alternative: With 1200-space garage			2009 Study 36,000-Seat Alternative: Elimination of 1200-space garage			2009 Study 36,000-Seat Alternative: Addition of 1,300 Spaces to HP Pavilion			Improvement
	5-6PM No-Hcky	6-7PM No-Hcky	6-7PM Hockey	5-6PM No-Hcky	6-7PM No-Hcky	6-7PM Hockey	5-6PM No-Hcky	6-7PM No-Hcky	6-7PM Hockey	5-6PM No-Hcky	6-7PM No-Hcky	6-7PM Hockey	
Autum St. and San Fernando St.		O	O		O	O		O	O		O	O	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queuing space
Delmas St. and Park Ave.	X	O	O		O	O		O	O		O	O	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queuing space Add 2nd southbound through lane (2006 study only)
Autumn St. and Park Ave.		O	O		O	O		O	O		O	O	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queuing space Prohibit left turns
Delmas St. and San Fernando St.	X	O	O			O			O			O	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queuing space Add 2nd southbound through lane
Freeway Segment	4			15			15			15			

X = Identified Impacts
O = Operational Issues Identified

TECHNICAL APPENDICES FOR THE SUPPLEMENTAL TRAFFIC IMPACT ANALYSIS ARE AVAILABLE UPON REQUEST AT THE DEPARTMENT OF PLANNING, BUILDING AND CODE ENFORCEMENT
200 EAST SANTA CLARA STREET
SAN JOSE, CALIFORNIA 95113-1905

Appendix D

APPENDIX D

NOISE

ILLINGWORTH & RODKIN, INC.
Acoustics • Air Quality
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Petaluma, California 94952

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www.Illingworthrodkin.com *illro@illingworthrodkin.com*

MEMO

Date: February 9, 2010
To: Dennis Brown, LSA
Via Email: dennis.brown@lsa-assoc.com
From: Richard B. Rodkin, PE and Jordan L. Roberts

SUBJECT: San Jose Baseball Stadium – Noise Modeling

At your request, Illingworth & Rodkin, Inc. has analyzed noise levels expected to result from the operation of the proposed San Jose Baseball Stadium. Noise modeling was completed for three scenarios: existing traffic noise (the steady background); a capacity crowd of 36,000 spectators attending a baseball game; and a capacity crowd of 36,000 spectators attending a rock and roll concert. Noise exposure maps were then created to show the change in the location of the noise contours expected as a result of stadium operations.

Methodology

A computer model (SoundPLAN Version 7) was used to calculate noise levels that would be received in the community that surrounds the site for the stadium. SoundPLAN is a three-dimensional ray tracing program that takes into account the characteristics of the noise source, including its location, size and shape, sound level, and frequency spectrum; locations of the receivers of the sound; and conditions in the sound transmission paths that affect sound propagation primarily including absorption by the ground and air, and effects of intervening barriers (such as buildings) or topography, and reflections from the ground and other surfaces. Neutral atmospheric conditions were assumed for the modeling. Wind and temperature gradients can cause increases or decreases in sound levels of 5 to 8 decibels at distant receptors that can significantly affect the audibility of sounds.

Base geometrical files, including topographical information, were taken from existing I&R files. Existing noise from area roadways was modeled to establish baseline conditions and so that the stadium noise could be placed into context with the overall noise environment. The preliminary design for the stadium was then added to the base geometrical files. A capacity crowd of 36,000 spectators was distributed throughout the stadium seating area. The crowd is the most significant source of noise associated with a baseball game and determines the hourly average noise level. The sound level and frequency spectrum for a cheering crowd was assumed as the noise source. For the rock and roll concert, a typical rock and roll sound spectrum was utilized as the sound source. The model was calibrated by assuming that the noise level at the mixing board would be 95 dBA L_{eq} as stated as mitigation measure NOISE-3 in the EIR. This is to represent a credible

worst-case assumption for sound inside the stadium. Two loudspeaker arrays with a relatively broad directivity pattern were assumed in the analysis to, again, create a credible worst-case scenario for predicting noise radiation into the community. The project area was visited to confirm existing conditions in the area.

Analysis

Figure 1 shows the existing daytime traffic noise exposure. Traffic noise levels along major roadways in the site vicinity were calculated in SoundPLAN. Inputs to the noise model included the GIS base files and the 2009 average daily trip (ADT) traffic volume data. Traffic along area roadways was modeled assuming vehicles were traveling at the posted speed limit. The map depicts noise contours in 5 dB increments. These contours are differentiated by a separate color for each noise contour. The noise of intermittent railroad trains and aircraft are not included to allow for a comparison of noise levels from the project to the fairly steady-state noise from vehicular traffic.

Figure 2 shows the noise exposure map for a capacity baseball game. The highest noise levels are predicted toward the northeast where the stadium structure is open and does not include seating. At a distance of approximately 800 feet from the center of the field, the predicted noise level would reach a maximum of about 65 dBA L_{eq}. Shielding from the anticipated scoreboard can be seen with the approximate 5 dBA reduction in noise levels as indicated by the 70 dBA L_{eq} and 75 dBA L_{eq} contour lines behind the scoreboard. Noise levels to the west and south would be substantially lower because of the shielding provided by the stadium rim.

Figure 3 shows the model output for a rock and roll concert. Noise levels inside the stadium were modeled at 90 to 95 dBA in the seating areas. Because the speakers would be oriented away from the opening (that is, to the southwest) towards the seating area, noise levels in the community to the northeast would not be elevated with a concert as much as they could be assuming an opposite speaker orientation (i.e., toward the northeast). Nonetheless, a much larger area would experience higher noise levels as compared to a baseball game. The character of the sound would, of course, be completely different.

Figures 4 and 5 show the noise exposure resulting from traffic plus a capacity baseball game or a concert, respectively. As indicated on these figures, the residential areas immediately east of the stadium would be subject to the greatest noise level increases as a result of the project. This can be seen by comparing the location of the 65 dBA contour located west of State Route 87 (near Delmas Avenue on Figure 1) with the 65 dBA contours shown on Figure 4 or Figure 5.

The SoundPLAN model predicts noise levels about 3 to 5 dBA higher than the previous analysis for baseball games and 5 to 7 dBA higher for concerts, and shows a larger geographical area affected by the noise from baseball games and concerts. For example, the 60 dBA L_{eq} noise contour would extend approximately 1,350 feet to the northeast during a baseball game and approximately 1,700 feet to the northeast during a concert. The 50 dBA L_{eq} noise contour would extend approximately 3,600 feet to the northeast during a baseball game and approximately

5,100 feet to the northeast during a concert. This more refined analysis also shows that areas to the west would be exposed to lower noise levels because of the shielding provided by the stadium building. Variations in weather conditions, as previously mentioned, could cause variations in the level of sound and the audibility of the sound in the areas surrounding the proposed stadium. The analysis supports the previous findings from the EIR that the noise impact from the stadium would be significant and unavoidable.

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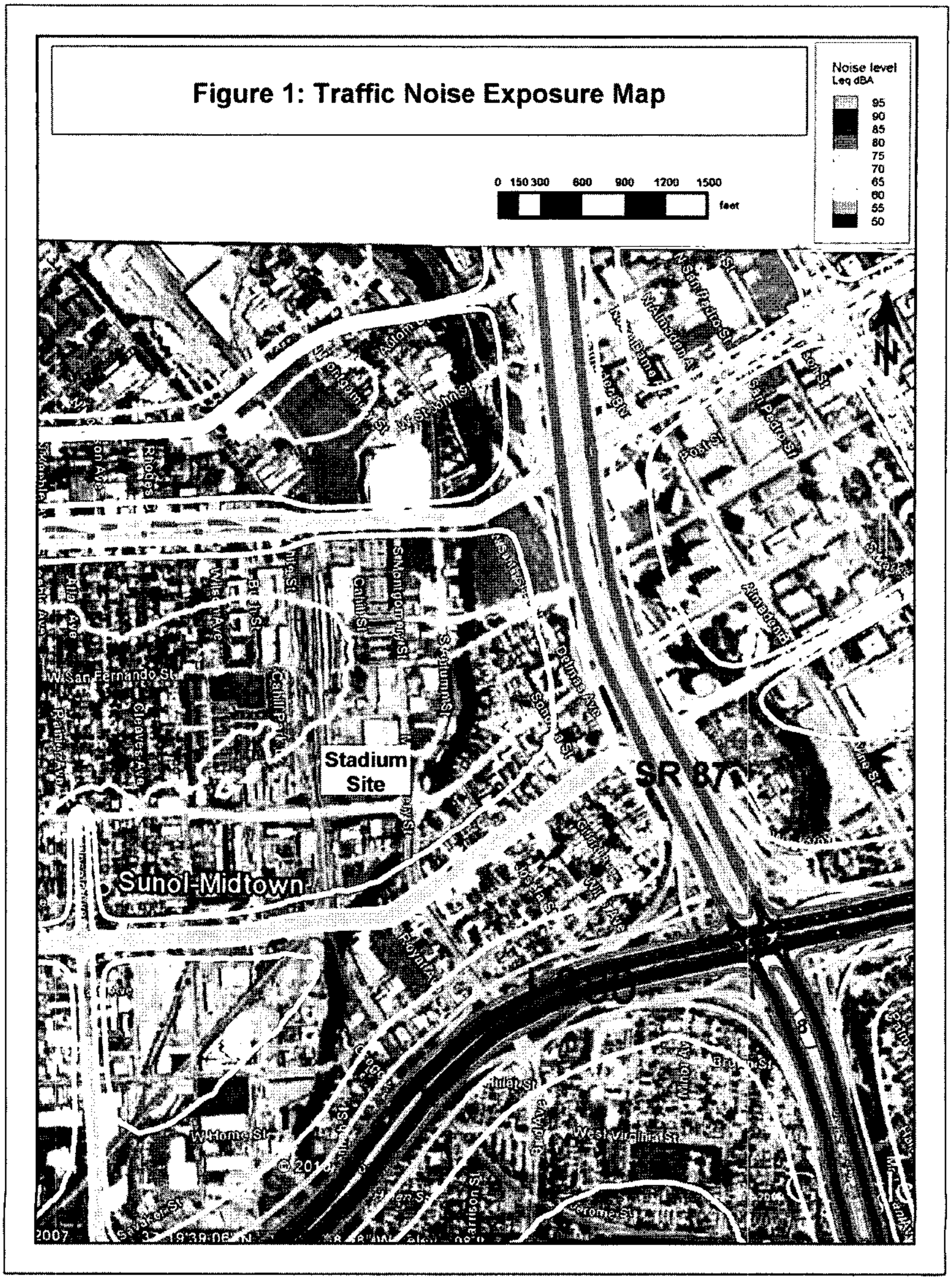
Figure 1: Traffic Noise Exposure Map
Noise level
Leq dBA
95
90
85
80
75
70
65
60
55
50
0 150 300 600 900 1200 1500
feet
Stadium Site
Sunol-Midtown
SR 87
W San Fernando St
W Home St
West Virginia St
Alma St
Royal St
Bird St
Julian St
Jerome St
Cinnabar St
Cahill St
S Montgomery St
S Autumn St
Coleman St
Cleaves Ave
Rhodes Ave
Palmer Ave
Mile Ave
Willow Ave
Brent St
Bird St
Alma St
Meridian St
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Dana St
Bird St
Brent St
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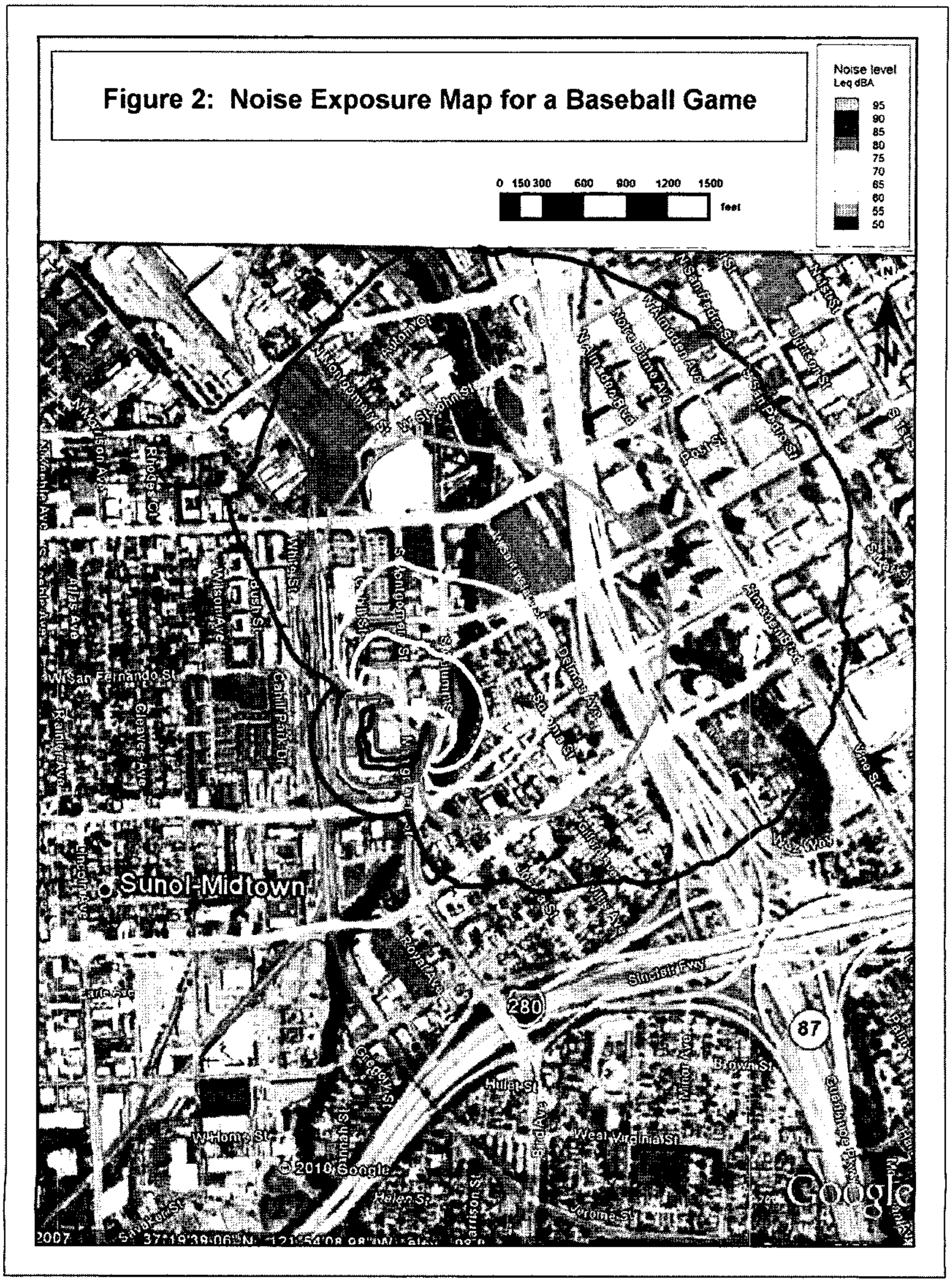
Figure 2: Noise Exposure Map for a Baseball Game
Noise level
Leq dBA
95
90
85
80
75
70
65
60
55
50
0 150 300 600 900 1200 1500
feet
Sunol-Midtown
Coleman Ave
Notre Dame Ave
W Alma Ave
W San Fernando St
Cahill Park Dr
Cleaves Ave
Rhodes Ct
Wilson Ave
Atlas Ave
Rainier Ave
Ashton Ave
W St John St
Auzerais St
Lincoln Ave
Park St
Stockton Ave
Delmas Ave
Bird Ave
Royal Ave
Gregory St
Hull St
Brown St
Minnesota St
West Virginia St
Jerome St
Helen St
Harrison St
W Hom St
Sinclair Fwy
280
87
Vine St
Lincoln Ave
Guadalupe Pkwy
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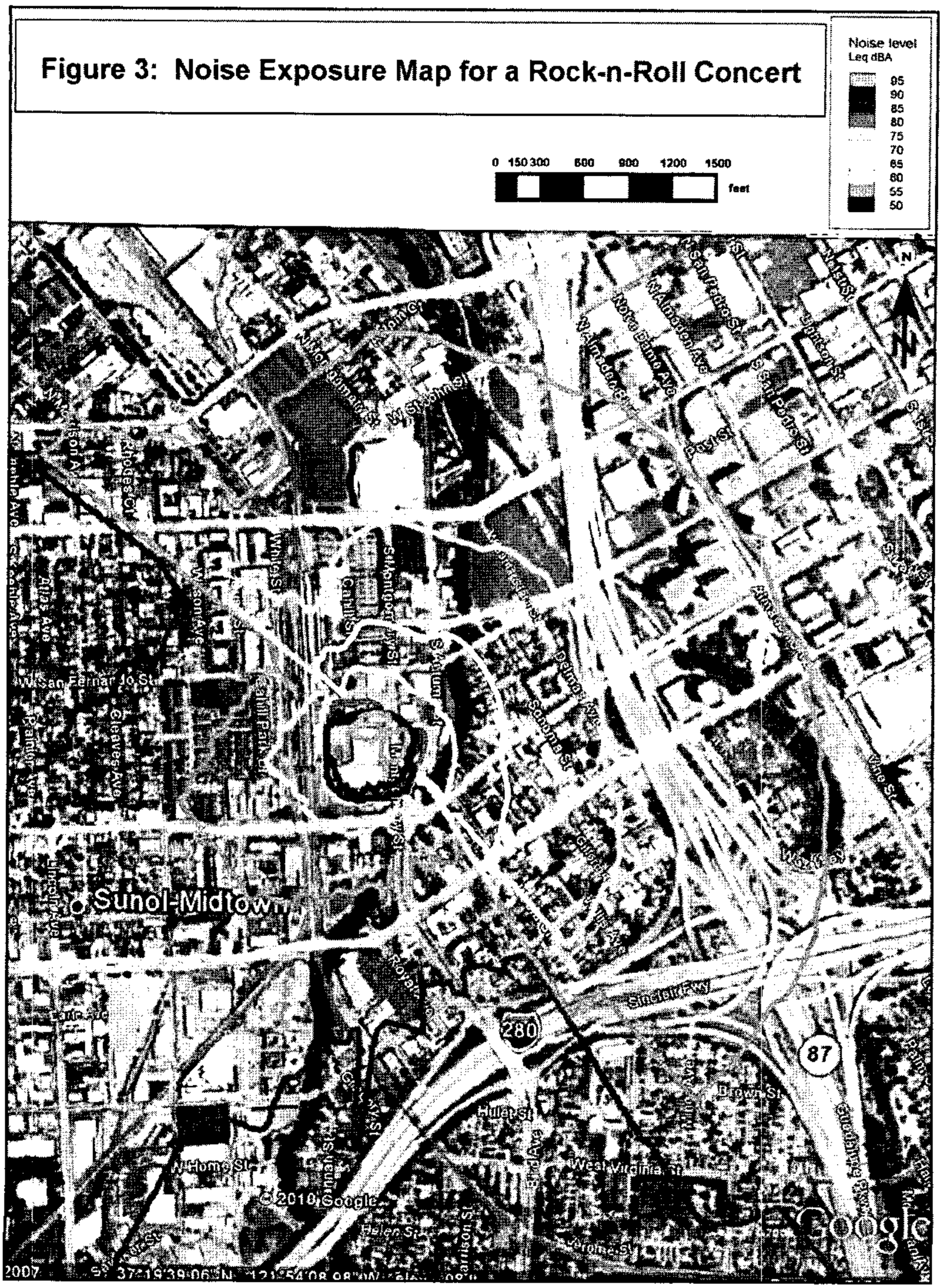
Figure 3: Noise Exposure Map for a Rock-n-Roll Concert
Noise level
Leq dBA
95
90
85
80
75
70
65
60
55
50
0 150 300 600 900 1200 1500
feet
Sunol-Midtown
W Hom St
W St John St
Royal Ave
Hullar St
West Virginia St
Brown St
Sinclair Fwy
280
87
© 2010 Google
Google

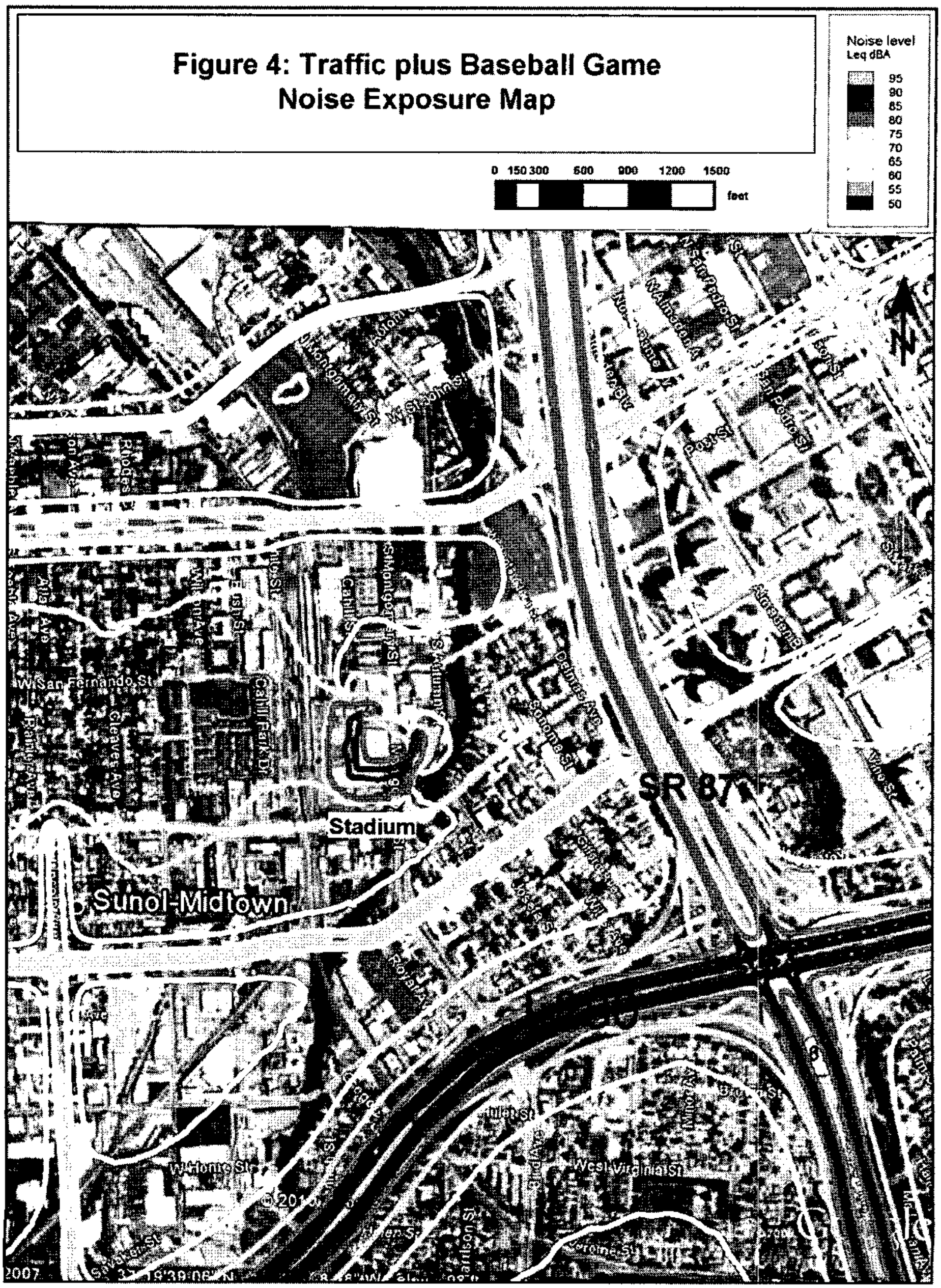
Figure 4: Traffic plus Baseball Game
Noise Exposure Map
Noise level
Leq dBA
95
90
85
80
75
70
65
60
55
50
0 150 300 600 900 1200 1500
feet
Stadium
Sunol-Midtown
SR 87
W San Fernando St
W Hedding St
W Home St
West Virginia St
Cahill Park Dr
Cleaves Ave
Bird Ave
Meridian Ave
Lincoln Ave
Delmas Ave
Sonoma St
Royal Ave
Minnesota St
Grant St
Julian St
Coleman St
Hanson St
Park St
Willow St
Auzerais St
Lelong St
Bird St
Rhodes St
Stockton Ave
Ryan Ave
Parkside Ave
Bird Ave
Meridian Ave
Lincoln Ave
Delmas Ave
Sonoma St
Royal Ave
Minnesota St
Grant St
Julian St
Coleman St
Hanson St
Park St
Willow St
Auzerais St
Lelong St
Bird St
Rhodes St
Stockton Ave
Ryan Ave
Parkside Ave
2007

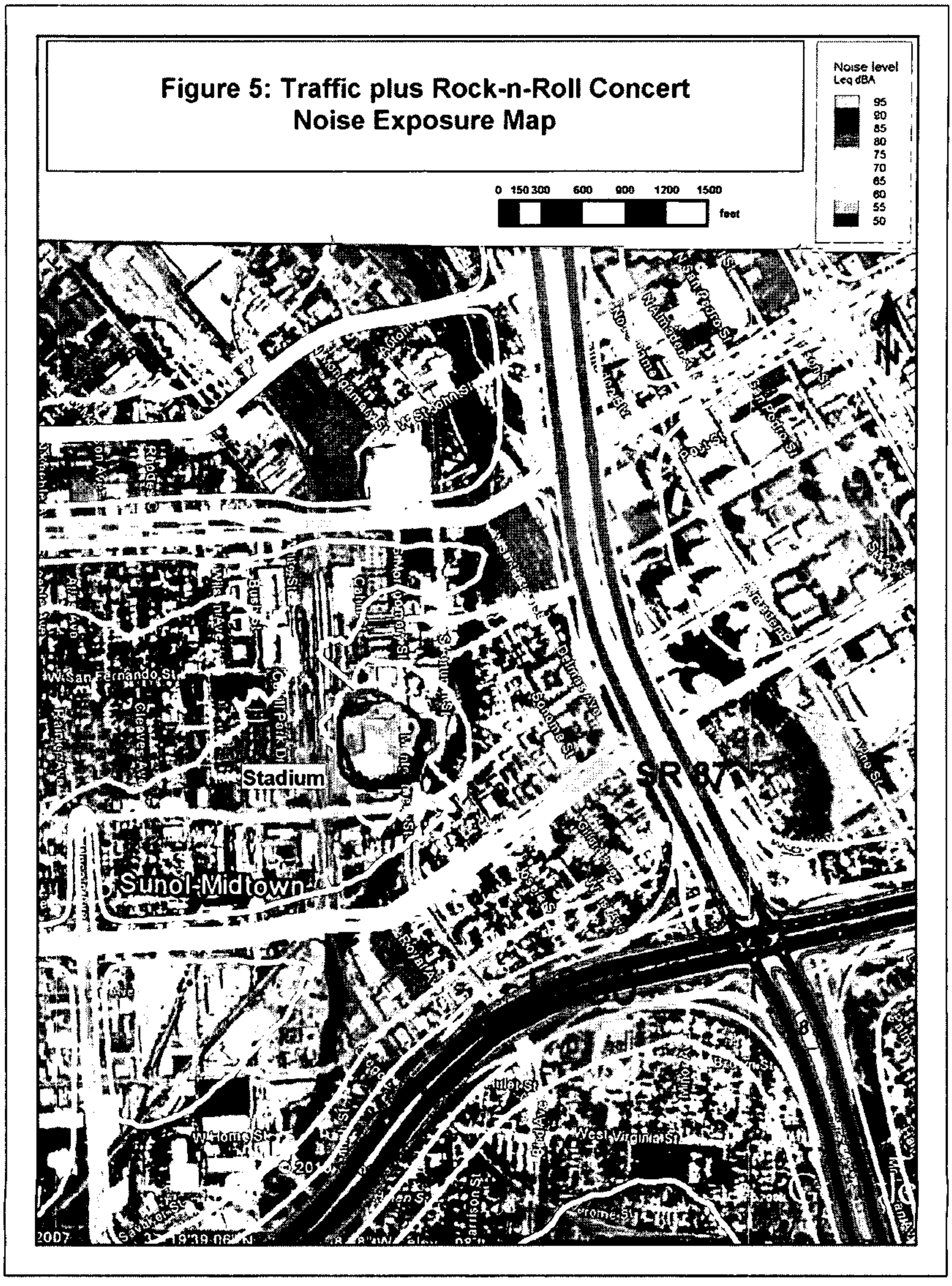
Figure 5: Traffic plus Rock-n-Roll Concert
Noise Exposure Map
Noise level
Leq dBA
95
90
85
80
75
70
65
60
55
50
0 150 300 600 900 1200 1500
feet
Stadium
Sunol-Midtown
SR 87
W San Fernando St
W Home St
West Virginia St
2007