Initial Study

Oakland Road Widening Project

[From Montague Expressway To Hedding Street]

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San Jose, California

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I. INTRODUCTION AND PURPOSE

This Initial Study of environmental impacts is being prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 *et.seq.*), and the regulations and policies of the City of San Jose.

This Initial Study evaluates the potential environmental impacts that might reasonably be anticipated to result from the proposed widening of Oakland Road in San Jose. The project limits are between Montague Expressway to the north and Hedding Street to the south.

The objective of the proposed project is to provide sufficient traffic capacity in the Oakland Road corridor for the purpose of serving existing and planned land uses, consistent with the Land Use/Transportation Diagram of the adopted *San Jose 2020 General Plan*. Oakland Road is designated as a "Major Arterial Roadway" in the *General Plan*, defined as a roadway having three traffic lanes in each direction and a right-of-way width of 115-130 feet. Along with freeways and expressways, major arterials constitute a key component to the City's planned roadway network, the goal of which is to serve traffic generated by nearby land uses within an acceptable level of service.

II. PROJECT INFORMATION

A. PROJECT TITLE

Oakland Road Widening Project (Montague Expressway to Hedding Street)

B. PROJECT LOCATION

Oakland Road is a north-south roadway located in the northeastern part of San Jose. It extends for approximately 3.4 miles between Montague Expressway on the north and Hedding Street on the south (see Figures 1 and 2). A variety of land uses, including industrial, commercial, residential, and a public elementary school, are located along this stretch of Oakland Road (see Figure 3).

C. PROJECT APPLICANT AND CONTACT PERSON

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III. PROJECT DESCRIPTION

A. BACKGROUND AND OVERVIEW

The proposed project is the widening to six lanes of Oakland Road in the City of San Jose. The existing roadway, which varies from two to four lanes, extends for approximately 3.4 miles from Montague Expressway in the north to Hedding Street in the south. The proposed widening would be consistent with the "Major Arterial" designation of Oakland Road in the adopted *San Jose 2020 General Plan*. Oakland Road runs, generally in a north-south direction, parallel to Interstate 880 and Interstate 680. South of Hedding Street, Oakland Road becomes 13th Street, providing access to downtown San Jose. North of Montague Expressway, Oakland Road becomes Main Street in the City of Milpitas. Oakland Road is surrounded by a variety of land uses, including heavy industrial areas, light industrial complexes, medium to high density residential units and store-front commercial shops. An elementary school (Orchard School) is also located along Oakland Road in the project area.

B. PROJECT COMPONENTS

The primary component of the proposed project would be the widening of Oakland Road to six lanes of traffic, three lanes northbound and three lanes southbound. Along with the additional traffic lanes, the project would include the following improvements, as necessary:

- Raised landscaped median
- Sidewalks on both sides of the street
- New traffic signals
- Curbs and gutters
- Lighting
- Striped bicycle lanes
- Utility Relocations
- Landscaping
- Soundwalls/Acoustical Attenuation

It is important to note that, under existing conditions, some of the above-described improvements are already in place at various locations. For example, in some segments, Oakland Road may be fully improved on the west side, but lack curbs, gutters, and sidewalks on the east side.

C. DESCRIPTION OF THE PROPOSED PROJECT

To facilitate the reader's understanding of the proposed scope of the project, the 3.4-mile length of the project has been broken into segments. A description of proposed improvements to Oakland Road within each segment is presented below. All proposed improvements are also shown in Appendix A.

Montague Expressway to Rock Avenue

Oakland Road is a four-lane roadway all the way to its intersection with Club Drive. The southern portion of this segment of Oakland Road is currently a three lane road (two lanes in the northbound direction and one lane in the southbound direction) between Club Drive and Rock Avenue.

The eastern portion of the roadway in this segment has been built to its full capacity, and sidewalks and gutters are in place. The project would widen the west side of the roadway to its ultimate width. This would be followed by restriping of the lanes. New sidewalks, curbs and gutters would be provided. A striped bicycle lane would also be provided.

In addition, a traffic signal would be installed at Oakland Road's intersection with Atterberry Lane as part of the project. Existing utilities would be relocated and new street lighting and landscaping would be provided throughout this segment of the project. Seven power poles would be relocated back out of the proposed roadway, as well as three manholes and two telephone manholes. A landscaped median would be installed, which would eliminate the left-turn movement from Seareel Lane onto Oakland Road.

Rock Avenue to Brokaw Road

The northern portion of this segment, from Rock Avenue to the Union Pacific Railroad Tracks (U.P.R.R.) tracks is currently two lanes wide. South of the U.P.R.R. tracks, this segment is four lanes wide. The project proposes to widen this entire segment to six lanes.

Although small portions of this roadway segment have been paved to its ultimate width, the majority of this segment would still have to be widened, which would be followed by restriping. Sidewalks, curbs and gutters would be provided along both sides of Oakland Road throughout this segment. A four to 14 foot wide landscaped median would be installed as well, which would eliminate left-turn movements from McKay Road onto Oakland Road. Traffic signals would be installed at the Rock Avenue/Oakland Road intersection and at the Wayne Avenue/Oakland Road intersection. The Rock Avenue/Oakland Road traffic signal may be installed previous to the proposed project. No utilities would be relocated in this segment.

Brokaw Road to Gish Road

This segment of Oakland Road is currently four lanes throughout. The majority of this stretch has been paved to its ultimate width and most sidewalks and gutters are currently in place. Oakland Road crosses over Coyote Creek in this segment. The roadway bridge, however, has been previously constructed to accommodate six lanes. Therefore, no additional work to the Coyote Creek bridge is proposed as part of this project.

The project proposes to stripe for six lanes and to provide new sidewalks, curbs and gutters. The majority of the roadway widening has previously been completed in this section. Only minor changes in sidewalk and gutter positioning, or construction, are proposed, followed by restriping along this entire segment. A landscaped median, varying from four to 14 feet in width, would be installed to separate the traffic flow directions. New sidewalks, curbs and gutters would be provided along both sides of Oakland Road throughout this segment. Existing utilities would be relocated, including two fire hydrants and one electric box. In addition, a traffic signal would be installed at the

Berger Drive/Oakland Road intersection, although this signal may be put in place previous to construction of the proposed project.

Gish Road to U.S. 101 (Charles Street)

The area between Gish Road and Faulstich Court has been paved to its ultimate width and the gutters and sidewalks are currently in place. North of the roadway crossing over a former railroad track, the roadway narrows to two lanes. The roadway remains two lanes until its crossing with U.S. 101. Soundwalls would be constructed between the street and the mobile home parks along Oakland Road, to mitigate for traffic noise.

A substantial portion of this segment would be widened to the ultimate width, followed by lane restriping. A landscaped median, varying from four to 14 feet in width, would be installed to separate the traffic flow directions. New sidewalks, curbs and gutters would be provided. Existing utilities would be relocated, including seven power poles, three high-voltage vaults, three fire hydrants, one water meter box and one transformer. New street lighting and landscaping would also be provided. In addition, a traffic signal would be constructed at the Charles Street/Oakland Road intersection.

U.S. 101 to Hedding Street

This segment of Oakland Road is presently four lanes in width. Land uses in this area are a mix of commercial and industrial uses, with the southern portion consisting of mainly commercial uses and the area nearest to the freeway consisting of mainly industrial uses (refer to Figure 3).

A substantial portion of this segment would be widened to the ultimate width, followed by lane restriping. A landscaped median, varying from four to 14 feet in width, would be installed to separate the traffic flow directions. New sidewalks, curbs and gutters would be provided. Existing utilities will be relocated, including seven power poles, one electrical box and one man-hole. New street lighting and landscaping would be provided.

D. RIGHT-OF-WAY REQUIREMENTS

Most of the above-described improvements would occur within the existing right-of-way for Oakland Road. However, additional right-of-way will be required from various parcels located along Oakland Road in order to accommodate the proposed widening. A list of parcels from which right-of-way is anticipated to be required is contained in Table 1. In most cases, the effect of the right-of-way acquisitions would be limited to the loss of landscaping and/or off-street parking. Please see *Section IV., I., Land Use*, for further details on right-of-way impacts.

TABLE 1. PRIVATE PROPERTY RIGHT-OF-WAY TAKINGS				
#	**Property Address [Assessor's Parcel #]**	**Existing Land Use**	**Area of Impact (ft^2)***	**Description of Impact(s)**
1	2225 Oakland Road [237-01-006]	Heavy Industrial	9,606 ft^2	Mainly landscaping and concrete used for parking heavy equipment, Billboard
2	2223 Oakland Road [237-01-044]	Industrial Park	562 ft^2	Landscaping
3	2215 Oakland Road [237-31-037]	Industrial Park	5,075 ft^2	Landscaping acquisition for the sidewalk and bicycle lane.
4	2185 Oakland Road [237-31-038]	Industrial Park	3,545 ft^2	Landscaping
5	2161 Oakland Road [237-31-040]	Industrial Park	3,422 ft^2	Landscaping
6	1498 Seareel Lane [237-31-031]	Industrial Park	1,412 ft^2	Landscaping
7	1498 Seareel Lane [237-31-032]	Industrial Park	1,339 ft^2	Landscaping
8	2115, 2119, 2121, 2125, 2129 Oakland Road [237-01-011]	Small Business	10,514 ft^2	Landscaping
9	2055 Oakland Road [237-01-022]	Undeveloped Property	3,713 ft^2	Property fence and trees (undeveloped open space)
10	2055 Oakland Road [237-01-023]	Heavy Industrial	2,730 ft^2	Fence and undeveloped bare ground
11	2055 Oakland Road [237-01-022]	Heavy Industrial	2,742 ft^2	Fence and undeveloped bare ground
12	1995 Oakland Road [237-15-185]	Heavy Industrial	6,904 ft^2	Landscaping
13	2050 Oakland Road [244-22-020]	Industrial	3,068 ft^2	Landscaping and two parking spaces
14	2000 Oakland Road [244-22-019]	Industrial	585 ft^2	Fence
15	2000 Oakland Road [244-22-018]	Industrial	2,480 ft^2	Fence and dirt area used for parking
16	2000 Oakland Road [244-22-017]	Industrial	2,945 ft^2	Fence and dirt area used for parking
17	1996 Oakland Road [244-22-016]	Industrial	2,866 ft^2	Concrete area used for parking
18	1996 Oakland Road [244-22-015]	Industrial	5,642 ft^2	Undeveloped open space and concrete used for parking
19	1984 Oakland Road [244-22-013]	Commercial	2,488 ft^2	Landscaping
20	1954,1942 Oakland Road [244-22-011]	Single Family Residential	1,954 ft^2	Landscaping and front fence

TABLE 1. PRIVATE PROPERTY RIGHT-OF-WAY TAKINGS (continued)				
#	**Property Address [Assessor's Parcel #]**	**Existing Land Use**	**Area of Impact (ft^2)***	**Description of Impact(s)**
21	1861,1867 Oakland Road [244-28A-165(-217)]	Multi-Family Residential	671 ft^2	Landscaping
22	1717 Oakland Road [237-03-024]	Single Family Residential	149 ft^2	Landscaping
23	1333 Oakland Road [237-06-055]	Heavy Industrial	4,380 ft^2	Landscaping, approximately 13 parking spaces out of an underutilized lot
24	1305,1309 Oakland Road [237-06-023]	Mobile Home	415 ft^2	Landscaping
25	1290 Oakland Road [241-12-001]	Multi-Family Residential	4,031 ft^2	Landscaping, concrete area used for parking
26	1212 Oakland Road [241-11-015]	Mobile Home Park	10,074 ft^2	Concrete used for parking for 19 vehicles, landscaping
27	1221,1207 Oakland Road [237-07-018]	Industrial	359 ft^2	Undeveloped Open Space
28	1080 Oakland Road [241-09-013]	Industrial	520 ft^2	Partial Taking of Buildings
29	1095 Oakland Road [237-07-087]	Commercial	125 ft^2	Landscaping
30	950 Oakland Road [249-68-001]	Industrial	1,092 ft^2	Undeveloped Open Space, Sidewalk
31	995 Oakland Road [235-16-012]	Commercial	1,635 ft^2	Pavement
32	939 Oakland Road [235-16-011]	Commercial	2,656 ft^2	Pavement
33	937 Oakland Road [235-16-013]	Commercial	2,086 ft^2	Pavement
34	935 Oakland Road [235-16-014]	Industrial	1,802 ft^2	Front pavement, fence
35	950 Oakland Road [249-68-002]	Industrial	85 ft^2	Undeveloped Open Space
36	917,919,921,923 Oakland Road [235-16-078]	Commercial	1,207 ft^2	Sidewalk in front of building
37	Railroad ROW [235-16-079]	Commercial/ Undeveloped	580 ft^2	Taking of sidewalk, Billboard
38	901 Oakland Road [235-16-080]	Commercial	1,080 ft^2	Front portion of lot, concrete area used for parking
39	904 Oakland Road [249-12-019]	Commercial (Restaurant)	58 ft^2	Paved area, two parking spaces
Total Right-of-Way Acquisition			**106,597 ft^2**	

*Area of Impact or Right-of-Way Acquisition is approximate, and may be subject to change.

E. PROJECT PHASING AND SCHEDULE

The proposed project is planned to be constructed in phases, as funding becomes available. Presently, it is anticipated that the first phase of construction will occur in 2003-2004 between Commercial Street and Brokaw Road. During this first phase, interim improvements will be constructed for the purpose of providing six lanes of traffic through the majority of this segment, as well as the construction of soundwalls.

The scope and schedule for subsequent phases of construction have not yet been determined.

IV. ENVIRONMENTAL SETTING, CHECKLIST AND DISCUSSION

This section describes the existing environmental conditions at the project site, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, was used to identify environmental impacts that could occur if the proposed project is implemented. The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of the checklist. This section identifies all potentially significant environmental impacts from the project, and where appropriate, includes an explanation for those adverse impacts determined to be less than significant.

A. AESTHETICS

1. Setting

Visual and Aesthetic Character

Oakland Road, between Montague Expressway and Hedding Street, is currently a two to four-lane roadway, as seen in Photos 1-6. The surrounding area is urbanized and developed and features a variety of land uses, including residential, educational, commercial, light industrial and heavy industrial facilities. These surrounding uses vary in age and appearance. Portions of Oakland Road are bordered by older deteriorated buildings and structures, while other areas include newer structures and uses. Coyote Creek crosses Oakland Road between Brokaw Road/Murphy Avenue and Schallenberger Road. The roadway is not designated as a scenic corridor.

2. Environmental Checklist and Discussion

AESTHETICS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	☐	1
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐	☐	1
3) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	☐	1

AESTHETICS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒	☐	1

Discussion: The proposed project would widen Oakland Road from 2-4 lanes to six lanes throughout the entire project reach. The proposed project would line both sides of the street with sidewalks and standard bicycle lanes, which are not currently present throughout. Also, the roadway would consistently be six lanes wide after construction, not continually changing in width as is the case under current conditions.

Much of the area necessary for this widening is already present in the public right-of-way. However, there are several areas where additional right-of-way would be necessary to consistently provide six lanes throughout the entire reach. These areas are primarily landscaping and undeveloped open space.

The main aesthetic change that would result is the removal of landscaping, including approximately 241 trees that are located along Oakland Road. The project proposes to provide new landscaping and trees within the median and sidewalk, and would replace ordinance-sized trees at a 4:1 ratio (see discussion in Section *IV. D. Biological Resources*). In addition, vines will be planted along the soundwalls.

Therefore, while these changes would alter the visual character of Oakland Road, they would not significantly impact scenic resources or dramatically alter the aesthetic appearance of the general area. For these reasons, the project would not result in a significant visual or aesthetic impact.

3. <u>Conclusion</u>

The proposed widening of Oakland Road would not result in significant adverse aesthetic impacts. (Less Than Significant Impact)

B. AGRICULTURAL RESOURCES

1. Setting

There is no agricultural land present along Oakland Road. According to the Santa Clara County Important Farmland 2000 map, the proposed project area is listed as "Urban and Built-Up Land."

2. Environmental Checklist and Discussion

AGRICULTURAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) 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?	☐	☐	☐	☒	☐	1,2
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	☐	2
3) 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

Discussion: The proposed project consists of widening Oakland Road from a two through four-lane roadway to a six-lane roadway, between Montague Expressway and Hedding Street. No farmland or lands under Williamson Act contract are present in the general area. Therefore, the project would not result in impacts to agricultural resources.

3. Conclusion

The project would have no adverse impact on agricultural land or agricultural activities. (No Impact).

C. AIR QUALITY

1. Setting

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain, and for photochemical pollutants, sunshine.

The Bay Area typically has moderate ventilation, frequent inversions that restrict vertical dilution, and terrain that restricts horizontal dilution. These factors give the Bay Area a relatively high atmospheric potential for pollution.

The Bay Area Air Quality Management District (BAAQMD) monitors air quality at several locations within the San Francisco Bay Air Basin. The monitoring site closest to the project site is located in downtown San Jose, on Fourth Street. Exceedances of State and Federal standards at the Fourth Street monitoring site during 1993-1996 and 1998-1999 periods were due to ozone and PM_{10} levels above the state standard. Violations of the carbon monoxide standards were recorded prior to 1992.

Of the three pollutants known at times to exceed the state and federal standards in the project area, two are regional pollutants. Both ozone and PM_{10} are considered regional pollutants in that concentrations are not determined by proximity to individual sources, but show a relative uniformity over a region. The third pollutant, carbon monoxide, is considered a local pollutant because elevated concentrations are usually only found near the source.

The Federal Clean Air Act and the California Clean Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state, where the federal or state ambient air quality standards are not met, as "nonattainment areas." Because of the differences between the national and data standards, the designation of nonattainment areas is different under the federal and state legislation. Under the California Clean Air Act, Santa Clara County is classified as a nonattainment area for ozone and PM_{10}. The county is either in attainment or unclassified for other pollutants.

2. Environmental Checklist and Discussion

AIR QUALITY						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒	☐	1,3
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☐	☒	3

AIR QUALITY						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
3) 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 which exceed quantitative thresholds for ozone precursors?	☐	☐	☐	☒	☐	3
4) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐	☐	3
5) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	☐	1,3

Discussion:

Long-Term Air Quality Impacts

Unlike a project that constructs a new land use (e.g., residential subdivision, shopping center, etc.), the proposed project will not generate additional vehicle trips. The project is being proposed to *accommodate* traffic demand. Thus, in terms of air quality, the effect of the project can be determined by assessing traffic operations with and without the proposed widening of Oakland Road. As a general rule, congested, stop-and-go traffic results in greater emissions than traffic in free-flow conditions.

One of the main benefits of the proposed project will be to improve traffic flow and traffic operations along Oakland Road. These benefits are quantified and discussed in Section *IV. O. Transportation*. Without the project, especially at locations where the road narrows to two lanes, peak hour congestion and vehicle queuing is common. As the surrounding area develops in accordance with the adopted *San Jose 2020 General Plan*, traffic will increase and congestion will be exacerbated. In comparison, congestion will be reduced with the project in place because of the additional capacity being provided. This, in turn, will result in lower overall emissions when compared to the “no project” scenario.

Construction-Related Impacts

Construction activities such as excavation and grading operation, construction vehicle traffic and wind blowing over exposed earth would generate exhaust emissions and fugitive particulate matter emissions that would affect local air quality. Construction activities are also a source of organic gas emissions. Asphalt used in paving is also a source of organic gases for a short time after its application.

Construction dust could affect local air quality at various times during construction of the project. The dry, windy climate of the area during the summer months creates a high potential for dust generation when underlying soils are exposed to the atmosphere.

The effects of construction activities would increase dustfall and locally elevated levels of PM_{10} downwind of construction activity. Construction dust has the potential for creating a nuisance at nearby properties. This impact is considered potentially significant.

Impact: Construction of the proposed project could result in significant short-term air quality impacts associated with dust generation.

Mitigation: The BAAQMD has prepared a list of feasible construction dust control measures that can reduce construction impacts to a level that is less than significant. The following construction practices will be implemented during all phases of construction on the project site:

- Use dust-proof chutes for loading construction debris onto trucks.
- Water to control dust generation during demolition of structures and break-up of pavement.
- Cover all trucks hauling demolition debris from the site.
- Water or cover of stockpiles of debris, soil, sand or other materials that can be blown by the wind.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Sweep daily (preferably with water sweepers) all paved access road, parking areas and staging areas at construction sites.
- Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets.
- Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.

3. Conclusion

The proposed project would not result in adverse long-term air quality impacts. Short-term air quality impacts associated with construction would be reduced to a less than significant level with the inclusion of proposed mitigation measures. (Less Than Significant Impact with Mitigation Incorporated)

D. BIOLOGICAL RESOURCES

The following discussion of vegetation and wildlife is based upon a field reconnaissance survey of the project site in December 2002 and a tree survey of the project site in January 2003, both conducted by *David J. Powers and Associates*.

1. Setting

The project site is urban in nature and consists primarily of pavement, landscaping and several small patches of bare ground. The vegetation, which is located along the sides of the road and in the medians separating the roadway, provides marginal habitat for animal species adapted to human encroachment. These include mourning dove, house finch, blue jays, robins, and ground squirrels. Street trees and landscaping are found along a majority of the properties lining the roadway.

The proposed project also crosses over Coyote Creek, however the Oakland Road bridge has already been designed to accommodate the proposed roadway widening, and no work in or around the creek is proposed. Therefore, the creek bed and surrounding riparian area is not considered part of the project impact area.

The City of San Jose Tree Removal Controls (San Jose City Code, sections 13.31.010 to 13.32.100) serves to protect all trees of "ordinance-size." The City of San Jose Tree Ordinance defines an ordinance-sized tree as "any woody perennial plant characterized by having a main stem or trunk which measures 56 inches or more in circumference (17.83 inches or more in diameter) at a height of 24-inches above natural grade slope." There are 92 ordinance-sized trees along Oakland Road within the project area.

2. Environmental Checklist and Discussion

BIOLOGICAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project: 1) 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

BIOLOGICAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
2) Have a substantial adverse effect on any 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
3) 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
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	☐	☐	☐	☒	☐	1
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐	☐	1,5
6) 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

Discussion:

Ordinance-Sized Trees

A tree survey was conducted by *David J. Powers & Associates* in January 2003. A total of 241 trees were measured within the project area. All of these trees would be removed from the site as a result of the project. The locations of the trees along the project area are shown on Figure 4, and their size and condition are listed in Table 2. Of the trees to be removed, 92 trees are ordinance size.

TABLE 2. TREES TO BE REMOVED BY PROJECT			
Rating: 0=Dead 1=Very Low Vigor 2=Low Vigor 3=Moderate Vigor 4=High Vigor 5=Very High Vigor			
Tree #	**Common Name**	**Diameter @ 24”***	**Rating**
1	Eucalyptus	**70**	2
2	Eucalyptus	**70,78**	2
3	Eucalyptus	**66**	2
4	Tree of Heaven	23	3
5	Eucalyptus	**64**	2
6	Eucalyptus	**70**	2
7	Eucalyptus	**82**	1
8	Eucalyptus	**81**	1
9	Eucalyptus	**140**	1
10	Olive	**71**	3
11	Olive	**75**	3
12	Olive	**90**	3
13	Olive	50	3
14	Olive	**72**	3
15	Olive	**120**	3
16	Oak	3	3
17	Eucalyptus	**60**	3
18	Eucalyptus	**60**	2
19	Eucalyptus	40	2
20	Eucalyptus	30	2
21	Eucalyptus	30	1
22	London Plane	**140**	2
23	London Plane	**142**	3
24	London Plane	**106**	2
25	London Plane	**94**	4
26	London Plane	**124**	4
27	Crepe Myrtle	4	3
28	London Plane	**126**	4
29	London Plane	**110**	4
30	London Plane	**129**	4
31	London Plane	**138**	4
32	London Plane	**156**	4
33	London Plane	**69**	4
34	Spanish Bayonet	37,46	3
35	Juniper	44	2
36	Spanish Bayonet	33,38	2
37	Spanish Bayonet	20	2
38	Monterey Pine	**79**	3
39	Spanish Bayonet	15,16	3
40	Spanish Bayonet	**75,90**	3
41	Spanish Bayonet	30-**78**	3

Tree #	Common Name	Diameter @ 24”*	Rating
42	Fan Palm	**~75**	3
43	Multi-Stemmed	10-32	3
44	London Plane	**120**	2
45	London Plane	**145**	2
46	London Plane	**101**	2
47	London Plane	**108**	2
48	London Plane	**131**	2
49	London Plane	**100**	2
50	London Plane	**76**	2
51	London Plane	**80**	2
52	London Plane	**117**	2
53	London Plane	**105**	2
54	London Plane	**127**	3
55	London Plane	**101**	2
56	London Plane	**125**	2
57	London Plane	**70**	2
58	Fan Palm	**78**	4
59	Fan Palm	**89**	4
60	Fan Palm	**83**	4
61	Fan Palm	**79**	4
62	Fan Palm	**83**	4
63	Fan Palm	**73**	4
64	Fan Palm	**73**	4
65	Fan Palm	**104**	4
66	Fan Palm	**70**	4
67	Fan Palm	**73**	4
68	Ash	39	4
69	Ash	38	4
70	Ash	25	4
71	Ash	25	3
72	Ash	26	3
73	Ash	27	3
74	Ash	29	3
75	Ash	10	3
76	Ash	34	3
77	Ash	30	3
78	Ash	29	3
79	Ash	37	3
80	Ash	26	3
81	Ash	31	3
82	White Alder	34	3
83	White Alder	37	3
84	White Alder	44	4
85	White Alder	36	3
86	White Alder	41	3
87	White Alder	35	3

Tree #	Common Name	Diameter @ 24”*	Rating
88	White Alder	33	3
89	Fan Palm	**100**	3
90	Fan Palm	**122**	3
91	Almond	**62**	3
92	Almond	**73**	3
93	Persimmon	~30	3
94	Persimmon	~25	3
95	Persimmon	~25	3
96	Persimmon	~15	3
97	Black Locus	~15	2
98	Pomegranate	~15	2
99	Almond	42,32	3
100	Almond	24	2
101	Almond	21,26	3
102	Almond	32,46	3
103	Walnut	**81**	3
104	Fan Palm	**115**	4
105	Fan Palm	**132**	4
106	Fan Palm	27	4
107	London Plane	20	4
108	London Plane	20	4
109	London Plane	17	4
110	London Plane	21	4
111	London Plane	24	4
112	London Plane	18	4
113	London Plane	25	4
114	London Plane	28	4
115	London Plane	26	4
116	London Plane	30	4
117	London Plane	23	4
118	London Plane	27	4
119	London Plane	26	4
120	London Plane	26	4
121	London Plane	29	4
122	London Plane	30	4
123	Atlas Cedar	36	3
124	Holly Oak	32	2
125	English Walnut	22,29	2
126	Elm	24	2
127	Elm	29	2
128	Elm	38,42	3
129	Elm	**71**	2
130	Privet	22,24	2
131	Elm	30	3
132	English Walnut	42	3
133	Elm	31	3

Tree #	Common Name	Diameter @ 24”*	Rating
134	Elm	~30	2
135	Elm	~40	2
136	Elm	~40	2
137	Elm	~40	2
138	Elm	~30	2
139	Elm	24	2
140	Elm	42	2
141	Elm	40	2
142	Elm	50	2
143	Elm	42	2
144	Elm	34,35	2
145	Cottonwood	15	2
146	Almond	7	2
147	Redwood	**128**	2
148	Redwood	**95**	2
149	Redwood	**123**	2
150	Redwood	**74**	3
151	Brazilian Pepper	22	4
152	Brazilian Pepper	20	4
153	Brazilian Pepper	23	4
154	Brazilian Pepper	24	4
155	Brazilian Pepper	25	4
156	London Plane	14	3
157	London Plane	13	3
158	London Plane	16	3
159	London Plane	14	4
160	Black Locust	**78,92**	3
161	London Plane	20	3
162	London Plane	29	4
163	Black Locust	**80**	3
164	London Plane	29	4
165	London Plane	26	4
166	Black Locust	**90**	3
167	Palm	**64**	3
168	Palm	**90**	3
169	Crepe Myrtle	14	3
170	Crepe Myrtle	15	3
171	Crepe Myrtle	12	3
172	Crepe Myrtle	13	3
173	Crepe Myrtle	15	3
174	Crepe Myrtle	6	3
175	Crepe Myrtle	13	3
176	Crepe Myrtle	15	3
177	Crepe Myrtle	8	3
178	Crepe Myrtle	14	3
179	Pine	34	4

Tree #	Common Name	Diameter @ 24”*	Rating
180	Pine	23	4
181	Pine	40	4
182	Pine	35	4
183	Pine	44	4
184	London Plane	37	4
185	Crepe Myrtle	6-8	3
186	Crepe Myrtle	5-8	3
187	Crepe Myrtle	5-7	3
188	Crepe Myrtle	4-6	3
189	London Plane	**61**	3
190	Black Locust	**101**	4
191	London Plane	51	4
192	Black Locust	**59**	3
193	Cottonwood	**114**	4
194	Tree of Heaven	**59**	3
195	Tree of Heaven	34,44	3
196	Tree of Heaven	42	3
197	Tree of Heaven	31	3
198	Tree of Heaven	30	3
199	Tree of Heaven	31,32,38	3
200	Tree of Heaven	28	3
201	Tree of Heaven	45,46	3
202	Tree of Heaven	**77**	3
203	Black Locust	**117**	3
204	Tree of Heaven	33	3
205	Black Locus	**88**	3
206	Black Locus	**91**	3
207	Black Locus	**75**	3
208	Cottonwood	54,**120**	2
209	Redwood	**80**	4
210	Redwood	**87**	4
211	Redwood	**67**	4
212	Redwood	**68**	4
213	Redwood	**68**	4
214	Redwood	**56**	4
215	Pine	24	3
216	Cottonwood	**138**	1
217	Cottonwood	**119**	2
218	Atlas Cedar	34	4
219	Atlas Cedar	15	4
220	Atlas Cedar	32	4
221	Atlas Cedar	36	4
222	Atlas Cedar	37	4
223	Atlas Cedar	8	2
224	Spruce	18	3
225	Spruce	20	3

Tree #	Common Name	Diameter @ 24”*	Rating
226	Liquid Amber	34	4
227	Liquid Amber	21	4
228	Japanese Pagoda	46	4
229	Ash	47	4
230	Pine	36	4
231	Pine	32	4
232	Pine	40	4
233	Pine	15	2
234	Silk Tree	29	3
235	Pine	29	3
236	Silk Tree	42	4
237	Pine	15,34	4
238	Pine	34	4
239	Palm	**113**	0
240	Fan Palm	**85**	4
241	Gingko	38	3

*** Bold indicates ordinance size tree.**

Impact: The project would result in the removal of approximately 241 trees from the site. Of the trees to be removed, 92 are ordinance size trees. Because the project would be constructed in phases, the removal of trees from the site would also occur in phases.

Mitigation: Implementation of the following measures would reduce this impact to a less than significant level:

- Ordinance-size trees to be removed as part of the project would be replaced with 24-inch box specimen trees at a ratio of four to one (4 replacement: 1 removed), in accordance with City of San Jose Planning Department guidelines. Non-ordinance sized trees to be removed as part of the project would be replaced at a ratio of 1:1. (Because all property needed for the project will be acquired and made public property prior to tree removal, tree removal permits will not be necessary.)

- To the extent practical, trees removed from the site will be replaced within the median and along the sidewalks at the ratios described above during the construction phase in which the impacts occur. (For example, where practical, trees removed during the first phase of construction, or during construction of interim improvements, will be replaced prior to completion of the first phase of project construction.) As used here, “practical” is defined as follows: a tree can be planted at its ultimate location. Where interim improvements do not provide for trees to be planted at their permanent location, tree replacement will be deferred until a later phase of the project.

- Planting areas would be graded as required to provide appropriate topography and hydrology for the plantings. Redwood retaining boxed/walls may be used to create this topography.

- Soils would be amended, as necessary.

Potential Disturbance to Nesting Raptors During Construction

Raptors (e.g., eagles, hawks, and owls) and their nests are protected under both federal and state laws and regulations. The Federal Migratory Bird Treaty Act (16 U.S.C. 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs. Birds of prey are protected in California under Fish and Game Code Section 3503.5. Section 3503.5 states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of Prey) or to take, possess, or destroy the nests or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." In addition, the Golden Eagle, along with the Bald Eagle, is federally protected under the Bald Eagle Protection Act (16 U.S.C. 668-668c).

The project site contains over 200 trees, many of which would be suitable breeding habitat for nesting raptors. If raptors nest on the site, any loss of fertile raptor eggs, or individual nesting raptors, or any activities resulting in nest abandonment, would constitute a significant impact. Construction activities such as tree removal, site grading, etc., that disturb a nesting raptor on-site or immediately adjacent to the site, would constitute a significant impact.

Impact: Since the project will remove approximately 241 trees, the proposed project could remove suitable breeding habitat for nesting raptors.

Mitigation: The following mitigation measures will reduce potential impacts to nesting raptors to a less than significant impact:

- Demolition and construction shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most raptors in the area extends from January through August.

- If it is not possible to schedule demolition and construction between September and December, then preconstruction surveys for nesting raptors will be conducted by a qualified ornithologist or wildlife biologist to ensure that no raptor nests will be disturbed during each of the phases of project implementation. This survey will be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (January through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the qualified person will inspect all trees in and immediately adjacent to the impact areas for raptor nests. If an active nest is found close enough to

the construction/demolition area to be disturbed by these activities, the ornithologist, in consultation with CDFG for raptors, will determine the extent of a construction-free buffer zone to be established around the nest.

3. Conclusion

With implementation of the above mitigation measures, the project would not result in significant impacts to biological resources. (Less Than Significant Impact with Mitigation Incorporated)

E. CULTURAL RESOURCES

The following discussion is based upon an archaeological resources assessment completed by *Holman & Associates* in December 2002, which included a literature review, archival records search, and a visual inspection of the project site. A copy of the archaeological report is on file with the City of San Jose Department of Planning, Building and Code Enforcement and can be viewed during normal business hours.

1. Setting

An archaeological literature review search was performed in December 2002 at the Northwest Information Center (NWIC) located at Sonoma State University, to obtain information regarding previous archaeological field inspections of the project area and its surroundings as well as information about previous recorded archaeological sites in and around the project area.

Archival Search

There are two archaeological sites recorded immediately adjacent to the project area. The first archaeological site was recorded in 1981 and described as the Mark Farney Ranch Complex. Dating to the late 19th Century, the ranch complex consisted of the ruins of several buildings at that time. Located along the east side of Oakland Road, south of its intersection with Murphy Road, it was noted that the area had been extensively looted by the time it was recorded. No buildings remained.

Additionally, there is a large archaeological complex of prehistoric deposits located in and around the San Jose Municipal Golf Course, located along the east side of Oakland Road, south of Brokaw Road. Beginning with a large archaeological site found inside the golf course itself, additional discoveries since the 1980s have uncovered contiguous prehistoric deposits from Townsend Avenue to the south beyond Murphy Avenue, in the vicinity of Ringwood Avenue to the north. Archaeological deposits associated with villages and discrete cemetery areas, which are situated on ancient meanders of Penitencia Creek east of where it emptied into Coyote Creek, have been found either adjacent to or in the former channels, covered by as much as several feet of alluvial material. However, due to the nature of piecemeal development in this area, the aerial extent of this deposit has not been calculated. This area appears to have been a prime occupation area for several thousand years.

Field Survey

The visual inspection of the project area was conducted during the third week of December 2002, by combining a windshield survey with a physical inspection of the project area. The majority of the project right of way is currently covered either by asphalt, pavement, gravel, or landscaping, in particular in front of those buildings built over the past 10-15 years.

There are two areas within the project reach which appear to have native soils on the surface: there is a small open field on the west side of Oakland Road near McKay Road; and an unimproved lot at the southeast corner of Oakland Road and Calle Artis. Both areas reveal

the rocky clay loam typical of this area. Neither of these areas showed any signs of prehistoric archaeological deposits, such as evidence of fires (ash, charcoal, fire affected rock and/or earth), concentrations of stone, bone or shellfish, and artifacts of these materials.

2. Environmental Checklist and Discussion

CULTURAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:	☐	☐	☐	☒	☐	1,6
1) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?						
2) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☒	☐	☐	☐	6
3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☐	☐	☒	☐	1,6
4) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒	☐	6

Discussion: Most of the proposed earthmoving and construction work would occur in historical fill materials associated with the building of the original Oakland Road, or would involve cutting and leveling of existing landscaping associated with buildings on either side of the roadway. In either case, the potential for the project to impact buried archaeological materials is low. However, there is a potential for project construction to impact buried archaeological materials which could be present in the project area.

Impact: Development of the project site could result in a significant impact to buried cultural resources, which could be present on the site.

Mitigation: The project includes the following measures for all construction activities that include excavation or disturbance of existing ground surface to avoid or reduce potential impacts to buried cultural resources to a less than significant level.

- In the event that cultural materials are identified inside future impact zones, a plan for the evaluation of the resource through hand excavation should be submitted to the San Jose City Planning Department for approval to evaluate them under current CEQA guidelines. Based upon the results of the evaluative testing, a plan should then be submitted to the Planning Department outlining mitigation efforts, including possible redesign of the project improvements to limit impacts. In the event that impacts cannot be eliminated to those areas of archaeological deposit considered significant, mitigation shall include but not be limited to a

program of limited hand excavation of portions of the archaeological deposit combined with archaeological monitoring of all remaining excavation to insure that significant cultural resources are identified, recorded and/or removed for further study and to insure that human remains are identified and removed in conformance with current state regulations.

- In the event that human skeletal remains are encountered elsewhere on the site, the applicant is required by County Ordinance No. B6-18 to immediately notify the County Coroner. Upon determination by the County Coroner that the remains are Native American, the coroner shall contact the California Native American Heritage Commission, pursuant to subdivision (c) of section 7050.5 of the Health and Safety Code and the County Coordinator of Indian Affairs. No further disturbance of the site may be made except as authorized by the County Coordinator of Indian Affairs in accordance with the provisions of State law and the Health and Safety Code. The Director of Planning, Building and Code Enforcement shall also be notified immediately if human skeletal remains are found on the site during development.

As noted in Section *IV. I. Land Use*, the project would affect the A-1 Lumber Company building, located at 1080 Oakland Road. This building, which was constructed in 1950, is an approximately 4,480 square foot, one-story, commercial structure. Based upon a preliminary evaluation, the building does not appear to have any characteristics or history that would classify it as an historic resource.

3. <u>Conclusion</u>

With implementation of the above mitigation measures, the proposed project would not result in significant impacts to prehistoric resources. (Less Than Significant Impact with Mitigation Incorporated)

F. GEOLOGY AND SOILS

1. Setting

Geology and Soils

The project area consists of an approximately 3.4-mile long stretch of Oakland Road. Based on U.S. Geological Survey (USGS) topographic maps, the site's elevation ranges from approximately 35 to 70 feet above mean sea level. The project area slopes slightly towards the north. Based on its proximity to Coyote Creek and San Francisco Bay, the water table is believed to be very shallow.

Soils present in the area include the Campbell silty clay loam, Campbell silty clay, Cropley clay, Mocho loam, Mocho clay loam, Orestimba silty clay loam, Yolo loam and Yolo silty clay loam. Several smaller portions also contain river wash and pits (although the area described as pits has been developed by the roadway and additional buildings). The expansive soil capacity ranges from low to high. The suitability of these soils for road construction is moderate to severe. The erosion hazard presented by these soils is minimal.

Seismicity and Seismic Hazards

The City of San Jose is located within Santa Clara County, which is part of the seismically active San Francisco Bay Area. It is classified as Zone 4, the most seismically active zone in the United States. The three major fault lines in the region are: the San Andreas Fault, the Hayward Fault and the Calaveras Fault. The San Andreas Fault runs north-south and parallel to the Hayward Fault and the Calaveras Fault. Potential seismic hazards resulting from a nearby moderate to major earthquake may include ground shaking, liquefaction, and lateral spreading. The project is located in a seismically active region in Santa Clara Valley. The San Andreas Fault lies approximately 13 miles to the west of the site, the Calaveras Fault is about 10 miles away (the portion of the fault which has been active in the last 200 years is 22 miles away), and the Hayward Fault is the closest active fault at approximately three miles distance (the most active portion of the fault lies six miles away). The Evergreen Fault, which has experienced movement in the last 10,000 years, is one mile east of the site. The Silver Creek Fault line, which has experienced movement between 700,000 and two million years ago, and possibly more recently as well, runs through the southernmost portion of the site.

An earthquake of moderate to high magnitude generated within the San Francisco Bay region could cause considerable ground shaking at this site. The degree of shaking is dependent on the magnitude of the event, the distance to its zone of rupture and local geologic conditions.

Liquefaction results in the transformation of loose water-saturated soils from a solid state to a liquid state during ground shaking. Liquefaction occurs in saturated, cohesionless soils below the groundwater table. Most of the site has a moderate to high liquefaction potential.

In general, the most serious potential consequence of liquefaction is lateral spreading. Lateral spreading is a failure within a nearby horizontal soil zone, commonly associated with liquefaction, which causes the overlying soil mass to move toward a free face or down a

gentle slope. The landslide potential is basically non-existent, due to the flat nature of the site.

2. Environmental Checklist and Discussion

GEOLOGY AND SOILS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:						
a) 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.)	☐	☐	☒	☐	☐	9,10
b) Strong seismic ground shaking?	☐	☐	☒	☐	☐	1,7,9
c) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐	7,9
d) Landslides?	☐	☐	☐	☒	☐	1,9
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐	1,11
3) 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?	☐	☐	☒	☐	☐	1,7,9, 10
4) 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?	☐	☐	☒	☐	☐	1,8
5) 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?	☐	☐	☐	☒	☐	1,8

Discussion: The proposed project would involve typical highway excavation and grading practices necessary to construct the proposed roadway improvements. There are no geologic features along the Oakland Road alignment that would pose special or unique hazards to users of the proposed improvements. The project would implement standard engineering practices to ensure that geotechnical and soil hazards do not result from its construction.

The site is within the seismically active San Francisco Bay Area and severe ground shaking is probable during the anticipated life of the project. Users of Oakland Road would be exposed to hazards associated with such severe ground shaking during a major earthquake on one of the region's active faults. This hazard is not unique to the project, because it applies to all locations throughout the greater Bay Area. The proposed project would not increase the existing exposure to hazards associated with earthquakes; the hazards in the area will be the same with or without the project.

The project will be designed and constructed in accordance with the Uniform Building Code guidelines for Seismic Zone 4 to avoid or minimize potential damage from seismic shaking on the site. Potential seismic impacts will be automatically reduced to a less-than-significant level by the use of standard engineering techniques mandated by the Uniform Building Code.

3. Conclusion

The project would not be exposed to significant geologic or soil hazards that could not be mitigated by the use of standard engineering design and seismic safety techniques. (Less Than Significant Impact)

G. HAZARDS AND HAZARDOUS MATERIALS

1. Setting

Hazardous materials are commonly used by large institutions, commercial and industrial businesses. Hazardous materials include a broad range of common substances such as motor oil and fuel, pesticides, detergents, paint, and solvents. A substance may be considered hazardous if, due to its chemical and/or physical properties, it poses a substantial hazard when it is improperly treated, stored, transported, disposed of, or released into the atmosphere in the event of an accident.

The project area consists of an approximately 3.4-mile section of Oakland Road in San Jose. A database search was undertaken for this project in December 2002 for the purpose of identifying all sites within the project area where there are known or suspected sources of contamination, as well as sites that handle or store hazardous materials. Databases searched included the National Priorities List (NPL), the Resource Conservation and Recovery Act (RCRA) Program, the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS), California Environmental Protection Agency, California Hazardous Material Incident Report System (CHMIRS), California Department of Toxic Substances Control, California Regional Water Quality Control Board, Leaking Underground Storage Tank Incident Reports (LUST), HAZNET, VCP, and the California Department of Health Services. The identification of contaminated or hazardous materials sites is important so that potential land use compatibility and public safety impacts can be avoided in the siting of projects.

2. Environmental Checklist and Discussion

HAZARDS AND HAZARDOUS MATERIALS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☐	1,12
2) 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?	☐	☒	☐	☐	☐	1,12
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	☐	1,12

HAZARDS AND HAZARDOUS MATERIALS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
4) 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?	☐	☒	☐	☐	☐	1,12
5) 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?	☐	☐	☐	☒	☐	1,12
6) 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?	☐	☐	☐	☒	☐	1,12
7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐	☒	1,12
8) 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?	☐	☐	☐	☒	☐	1,12

Discussion: The database search revealed 35 sites along, or in proximity to Oakland Road, which had reported use, storage or release of hazardous materials. Many sites had more than one hazardous material listing. Of the 35 sites, none were located on the National Priority List, Toxic Pits Cleanup Act Sites, Superfund (CERCLA) Consent Decrees, Toxic Chemical Release Inventory System, or Toxic Substances Control Act, among others. The registered sites include four RCRIS sites, five CHMIRS sites, 13 Haznet sites, 26 Cortese sites, 39 Leaking Underground Storage Tanks (LUST), one VCP site, six historical UST sites, and one CA SLIC ASTM site.

The majority of the recorded hazardous materials sites are set back from the roadway, at locations which would not affect the health of commuters or project construction workers. There are, however, six hazardous materials sites located within areas which would be

acquired as part of the project, and there are eleven hazardous materials sites adjacent to potential right-of-way acquisitions (see Table 3). Even though these right-of-way acquisitions consist of primarily landscaped areas, these areas could still potentially have been contaminated by the movement of hazardous materials through the soil and groundwater. The potential presence of contamination could expose construction workers to these substances in concentrations that exceed regulatory thresholds. Also, these sites pose a potential impact to residents, as contaminated dust particles may be released into the air during construction. These would be significant environmental impacts.

TABLE 3. HAZARDOUS MATERIALS WITHIN OR NEAR RIGHT-OF-WAY (ROW) TAKES

PROPERTY	DATABASE*	ADDRESS	ROW TAKE?
Ernest E. Pestana Inc.	RCIRS, FINDS, HAZNET, LUST, Cortese, TRIS	2225 Oakland Road	Yes
(None given)	CHMIRS	2151 Oakland Road	Adjacent parcel
EMIS CA Ltd. Partnership VIII	Haznet, LUST, Cortese	2219 Oakland Road	Adjacent parcel
Commercial Mill & Builder	LUST, Cortese	2050 Oakland Road	Yes
Priest Property	LUST, Cortese	2000 Oakland Road	Adjacent parcel
Shelton Transfer Service	Haznet, LUST, Cortese	1996 Oakland Road	Yes
Browning-Ferris Industries (BFI)	LUST, Haznet, Cortese, RCRIS-SQG,FINDS,UST, SJ Hazmat, Hist UST	1995 Oakland Road	Yes
Southern Pacific Railroad (SPRR)	CHMIRS	1984 Oakland Road	Yes
Vacant Lot	LUST, Cortese	1937 Oakland Road	Adjacent parcel
Bottomly Distributors	LUST, LUST, Cortese	1341 Oakland Road	Adjacent parcel
San Jose Truck Parts	RCRIS-SQB, FINDS	1324 Oakland Road	Adjacent parcel
Langendorf Bakery	LUST, LUST, Hist UST	1291 Oakland Road	Adjacent parcel
Ronco Development	Haznet, LUST, Cortese	1291 Oakland Road	Adjacent parcel
Ultramar (Beacon Station 605)	LUST	1200 Oakland Road	Adjacent parcel
Golden State Car Wash	LUST, Cortese	955 Oakland Road	Adjacent parcel
Modern Ice & Cold Storage	Haznet, LUST, Cortese, CHMIRS	950 Oakland Road	Yes
(None given)	CHMIRS	920 Oakland Road	Adjacent parcel

* Specific definitions of these databases are provided in Appendix B of this report.

Impact: The project could result in the acquisition of properties containing hazardous materials contamination, or adjacent to parcels containing contamination. The potential presence of contamination within ROW acquisitions could expose construction workers to these substances. The soil and dust particles generated from construction within contaminated soil and groundwater pose a potential significant impact to construction workers and nearby residents.

Mitigation: The following mitigation measure will reduce this impact to a less than significant level:

- The City will follow standard property acquisition procedures regarding hazardous materials. These procedures will include a soil and groundwater sampling and analysis prior to the start of construction activities at all locations known to be located near hazardous materials (including all sites listed in Table 3) or where construction is expected to encounter groundwater. If contamination is found to be present in concentrations that exceed applicable regulatory thresholds, the project will follow the specific recommended measures to minimize/avoid exposure and will comply with all applicable regulatory requirements. Construction methods to minimize groundwater influx to deep excavations, such as the use of deep soil mix walls, will also be implemented as necessary.

Asbestos and Lead-Based Paint

The building located at 1080 Oakland Road would be partially removed as a result of the proposed project (Please refer to Table 1 or *Section IV. I. Land Use*, for further details). Due to the age of the building, asbestos-containing materials (ACMs) may be present. Since demolition of the building is under consideration, National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines require that all potentially friable ACM be removed prior to building demolition or renovation that may disturb the ACM.

Demolition of buildings which contain lead-based paint could create lead-based dust at concentrations which could expose workers and nearby receptors to potential health risks. State regulations require that air monitoring be performed during and following renovation or demolition activities at sites containing lead-based paint. If the lead-based paint is peeling, flaking, or blistered, it would need to be removed prior to demolition. It is assumed that such paint will become separated from the building components during demolition activities; and must be managed and disposed of as a separate waste stream. If the lead based paint is still bonded to the building materials, its removal is not required prior to demolition.

Impact: Demolition of a portion of the building at 1080 Oakland Road could expose construction workers or residents in the vicinity to harmful levels of lead or ACMs. This is a potentially significant impact.

Mitigation: The following mitigation measures would reduce chemical storage and demolition impacts to a less than significant level:

- Requirements in the California Code of Regulations will be followed during demolition activities, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.

- All potentially friable ACMs shall be removed in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials. All demolition activities will be undertaken in accordance with OSHA standards to protect workers from exposure to asbestos. Specific measures could include air monitoring during demolition and the use of vacuum extraction for asbestos-containing materials.

3. Conclusion

With implementation of the above mitigation, which is included in the project, potential hazardous materials impacts will be reduced to a less than significant level (Less Than Significant Impact with Mitigation Incorporated).

H. HYDROLOGY AND WATER QUALITY

1. Setting

Hydrology and Drainage

Runoff from the project area is conveyed to the existing storm drain system within Oakland Road, which drains into Coyote Creek[1]. Oakland Road crosses over Coyote Creek approximately one mile from the southern boundary of the project reach. The creek channel is surrounded by riparian vegetation, which includes large trees and brush.

Flooding

The Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA) for the San Jose area indicate that during a 100-year flood[2] event, a portion of the project area from slightly north of Service Street to the San Jose Municipal Golf Course entrance road would be inundated up to an average depth of one foot (refer to Figure 3).

Water Quality

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as non-point source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Storm water runoff from the road is collected by storm drains and is discharged into Coyote Creek. The runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, animal feces, etc.) pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitat of waterways such as those found in Coyote Creek and the San Francisco Bay.

[1] Jeff Wang, BKF Engineers, personal communications, January 21, 2003.

[2] The 100-year flood, also referred to as the one-percent flood, has a one percent statistical probability of occurring in any year, or a return period of 100 years. The occurrence of a 100-year flood does not change the probability of a 100-year flood occurring in succeeding years. The 100-year flood is the standard design level of protection set by the Federal Emergency Management Agency (FEMA), which is responsible for administration of the National Flood Insurance Program.

2. Environmental Checklist and Discussion

HYDROLOGY AND WATER QUALITY						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐	☐	1,4
2) 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)?	☐	☐	☐	☒	☐	1,4
3) Substantially alter the existing drainage pattern of the site or area, including through 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
4) 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 which would result in flooding on-or off-site?	☐	☐	☒	☐	☐	1
5) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	☐	1
6) Otherwise substantially degrade water quality?	☐	☒	☐	☐	☐	1
7) 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?	☐	☐	☐	☒	☐	1,13, 14

HYDROLOGY AND WATER QUALITY						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒	☐	13,14
9) 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
10) Be subject to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐	1

Discussion:

Drainage

The project site is an existing roadway located within a developed urban area. The project site is predominantly covered with impervious surfaces under existing conditions. The proposed project would widen the roadway and would slightly increase the amount of these impervious surfaces at the site. However, the proposed medians would be vegetated, providing some additional pervious surfaces during rain events. The project would utilize the existing drainage system for the site area and is not expected to significantly increase the amount of runoff from Oakland Road. Additionally, the project proposes to provide standard curbs and gutters along both sides of the roadway, where they are not already in place.

Flood Hazards

As described previously in the existing setting, the area near Coyote Creek is located within the 100-year floodplain. The project proposes to widen Oakland Road, an existing roadway. The proposed project would be subject to the same flood hazard which is already present. The project would not impede flood flows and would not increase the risk of flooding at the existing land uses near the site. Therefore, the proposed project would not negatively affect the current flooding situation.

Long Term Water Quality Impacts

The proposed Oakland Road Widening Project would result in a slight increase in runoff due to the increased pavement areas. Surface runoff from the site may contain increased concentrations of oil and grease, heavy metals, fertilizers, and pesticides from roadway pavement and landscaped areas. Due to the size of the widening area and the amount of additional pavement, however, it is not anticipated that the proposed roadway widening would result in significant long-term impacts to water quality.

Short-Term Water Quality Impacts

The widening of Oakland Road would result in temporary impacts to surface water quality. The paving of additional roadway to accommodate six lanes would result in a disturbance to underlying soils, thereby increasing the potential for sedimentation and erosion. If disturbance to underlying soils occurs, the surface runoff that flows across the site may contain sediments that are ultimately discharged into the storm drainage system and Coyote Creek. This would be a potentially significant impact.

Impact: The widening of Oakland Road would increase storm water pollution, particularly during construction.

Mitigation: The following mitigation would reduce short-term water quality impacts to a less than significant level:

Prior to construction of the project, the City of San Jose will require that the applicant(s) submit a Storm Water Pollution Prevention Plan (SWPPP) and a Notice of Intent (NOI) to the State of California Regional Water Quality Control Board. The SWPPP shall include control measures during the construction period for:

- soil stabilization practices
- sediment control practices
- sediment tracking control practices
- wind erosion control practices and
- non-storm water management and waste management and disposal control practices.

The project shall also include provisions for post-construction structural controls in the project design where feasible, and will include Best Management Practices (BMP) for reducing contamination in storm water runoff as permanent features of the project. These features could include, for example, regular sweeping of streets, installation of inlet features or similar controls in storm water catch basins, and stenciling on-site catch basins to discourage illegal dumping.

3. <u>Conclusion</u>

With the implementation of the above mitigation measures, the proposed project would not result in significant hydrology or water quality impacts. (Less Than Significant Impact with Mitigation Incorporated)

I. LAND USE

1. Setting

The proposed project site is Oakland Road, which stretches for 3.4 miles between Hedding Street and Montague Expressway, in San Jose. Land uses present mainly include heavy industrial, and light industrial complexes, storefront shops, an elementary school (Orchard School), and two railroad crossings. Some residential areas are also present adjacent to the project, primarily consisting of medium- to high-density residential units; however, there are a few single-family residences along Oakland Road. A brief description of the land uses present in each segment is provided below.

Montague Expressway to Rock Avenue

From Montague Expressway, Oakland Road is lined by light industrial facilities, manufacturing facilities, and industrial parks until its intersection with Rock Road.

Rock Avenue to Brokaw Road

Industrial parks and a crate-storing facility line Oakland Road in the northern portion of this segment. Orchard School is located along this stretch, on the west side of the roadway, just north of Fox Lane and the Union Pacific Railroad (UPRR) tracks. Two single-family residential units are located across the street from Orchard School. South of the UPRR tracks, the primary land use along the east side of Oakland Road is medium to high density housing developments. One additional single-family residential unit is located across from these housing developments.

Brokaw Road to Gish Road

Commercial uses line the Brokaw Road/Oakland Road intersection. Southeast of the intersection's commercial uses lies the San Jose Municipal Golf Coarse. Southwest lies a large empty lot. The roadway crosses over Coyote Creek; the roadway bridge has been previously constructed to accommodate six lanes, and no additional work to the Coyote Creek Bridge is proposed as part of this project. Land uses south of the bridge include commercial uses, as well as the County Service Center and the County Roads and Airports Department Building, both of which are located on the west side of Oakland Road.

Gish Road to U.S. 101

Commercial uses are located along the northwest side of this stretch of Oakland Road. Three mobile home parks (Golden Wheel, Riverbend and South Bay) are located along the northeast side of Oakland Road. Heavy industrial uses are located on both sides of the road near the former railroad line. Land uses in the southern portion of this area include industrial uses and two trailer parks (Trailer Tel and Garden City).

U.S. 101 to Hedding Street

Land uses in this area are a mix of commercial and industrial uses, with the southern portion being commercial and the area nearest to the freeway featuring industrial uses.

2. Environmental Checklist and Discussion

LAND USE						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Physically divide an established community?	☐	☒	☐	☐	☐	1
2) 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
3) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	☐	1

Discussion: The project proposes to widen Oakland Road to six lanes, in order to accommodate existing and projected future traffic demand in the area. Expanding Oakland Road to its General Plan designated width of approximately 115 to 130 feet would be considered a beneficial land use impact.

Parking Impacts

The majority of the Oakland Road widening would be built within the existing public right-of-way. However, in order to expand the roadway to six lanes, acquisition of private right-of-way would be required at several locations. The majority of these acquisitions would consist of landscaping and undeveloped ground (refer to Table 1). The right-of-way acquisitions would total approximately 106,597 square feet, or 2.45 acres.

Some parking spaces would be lost as a result of the right-of-way acquisitions, including 36 designated private parking spaces (not including current on-street parking). Other lost parking, roughly 10 spaces, would occur on vacant, undeveloped land used for informal parking. These undesignated land areas are either dirt or paved areas along the frontage of several businesses.

These vacant land/informal parking spaces are located at 1996 and 1998 Oakland Road, as shown in Table 4, below. Because these parking spaces are not in designated parking areas and because their loss would not impact the operation of these land uses, this is a less than significant impact.

TABLE 4. VACANT AREA PARKING LOST AS A RESULT OF ROW TAKING		
Street Address	**APN #**	**Vacant Land Used for Parking – Approximate Number of Spaces**
1998 Oakland Road	244-22-016	7
1996 Oakland Road	244-22-015	3
TOTAL SPACES LOST		**10**

The 36 designated parking spaces lost as a result of the project would be located at 904, 1212, 1333, and 2050 Oakland Road. The number of parking spaces which would be lost at these locations is listed in Table 5, below.

The loss of two parking spaces at 2050 Oakland Road and of 13 parking spaces at 1333 Oakland Road, both industrial uses, would not greatly impact either of these businesses, due to the abundance of parking currently present at both locations. Therefore, this is not considered a significant impact.

Nineteen parking spaces would be lost along the east side of Oakland Road in front of the Trailer Tel Trailer Park (1212 Oakland Road). These spaces, which are on the Trailer Tel property, are used for overflow parking. Regular parking for the tenants on this property occurs in the driveway for each trailer space (2 vehicles per driveway), none of which will be affected by the project. The loss of this overflow parking would not affect the viability of this business and, therefore, would not be a significant land use impact.

TABLE 5. DESIGNATED PARKING SPACES LOST AS A RESULT OF ROW TAKING		
Street Address	**APN #**	**# Designated Parking Spaces Lost**
2050 Oakland Road	244-22-020	2
1333 Oakland Road	237-06-055	13
1212 Oakland Road	241-11-015	19
904 Oakland Road	249-12-019	2
TOTAL SPACES LOST		**36**

However, the property at 904 Oakland Road, a restaurant on the northeastern corner of the Hedding Street/Oakland Road intersection, would lose two designated parking spaces, out of a total of four designated spaces, as well as all of its shared on-street parking spaces along Oakland Road, which total approximately six spaces. (These spaces would be lost since this section of Oakland Road would be too narrow to allow on-street parking once the project is completed.) These spaces are seen as essential to the business, as they provide the most

direct access for customers. This would represent a loss of 50 percent of the designated parking spaces for this business, which would impact the viability of this business. Therefore, this is considered a significant land use impact.

Impact: The property at 904 Oakland Road would lose two of four designated parking spaces, in addition to several shared on-street parking spaces. This would be a significant impact to the operation of this business. (Significant Impact)

Mitigation: The loss of 50 percent of the parking at the business located at 904 Oakland Road would be significant enough to make the acquisition of the entire parcel necessary. The business would be purchased at fair market value and relocation would occur. The City's acquisition and relocation procedures would conform to the requirements of the federal Uniform Relocation & Real Property Acquisition Act.

Partial Take of Building

As noted in Table 1, the proposed widening of Oakland Road would directly impact two commercial buildings. Specifically, the widening would clip the west ends of two building that are part of the A-1 Lumber Company located at 1080 Oakland Road. It is not known, pending completion of final design as well as structural studies of the buildings, whether this impact can be confined to the west ends of the buildings or whether the two structures would need to be demolished or rebuilt. In any case, because only a narrow strip of right-of-way at the westerly edge of this property would be required for the project, the site would remain viable for its existing use as a commercial operation.

Impact: The proposed project would require the removal of a portion of two buildings located at 1080 Oakland Road. This would be a significant impact.

Mitigation: The City will work with the owner of the A-1 Lumber Company to mitigate for the impact to that commercial operation. Mitigation will consist of building reconfiguration/reconstruction or financial compensation or a combination of both.

Construction Impacts

Project construction would cause temporary general disturbance to the immediate site area. While construction activity may be a short-term annoyance to adjacent land uses, this activity would not be a significant impact due to the nature of the site (existing roadway in a highly urbanized area). Please see Section *IV. C. Air Quality and IV. K. Noise*, for further details regarding construction impacts and mitigation.

3. Conclusion

The proposed Oakland Road Widening Project would directly result in significant parking impact to the property at 904 Oakland Road. The acquisition and relocation of the business would reduce this impact to a less than significant level (Less Than Significant Impact with Mitigation Incorporated).

J. MINERAL RESOURCES

1. Setting

The project site is the existing Oakland Road alignment, between Hedding Road and Montague Expressway. Although there are industrial and light industrial uses along this stretch of roadway, none of the facilities deal with mineral resources or excavations of any sort. Therefore, no mineral exploration is performed in this portion of San Jose.

2. Environmental Checklist and Discussion

MINERAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) 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) 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

Discussion: The project would not result in the loss of availability of a known mineral resource, as no excavation sites are present within the general area. Therefore, the proposed Oakland Road Widening Project would not result in mineral resource impacts.

3. Conclusion

The project would not result in a significant impact from the loss of availability of a known mineral resource (No Impact).

K. NOISE

The following discussion is based upon a noise analysis for the proposed Oakland Road Widening Project, completed by *Illingworth and Rodkin* in August 2003. A copy of the complete report is provided in Appendix C of this report. Copies of the previous noise analyses for the Nella Oil project on Oakland Road and the residential project on Oakland Road near McKay Drive are also provided in Appendix C of this report.

1. Setting

Background Information

Several factors influence sound as it is perceived by the human ear, including the actual level of sound, the period of exposure to the sound, the frequencies involved, and fluctuation in the noise level during exposure. Noise is measured on a "decibel" scale which serves as an index of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the "A-weighted" decibel or dBA. Further, sound is averaged over time and penalties are added to the average for noise that is generated during times that may be more disturbing to sensitive uses such as early morning, or late evening.

Since excessive noise levels can adversely affect human activities (such as conversation and sleeping) and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. The noise guidelines are almost always expressed using one of several noise averaging methods such as $\mathbf{L_{eq}}$, $\mathbf{L_{dn}}$, or **CNEL**.[3] Using one of these descriptors is a way for a location's overall noise exposure to be measured, realizing of course that there are specific moments when noise levels are higher (e.g., when a jet is taking off from Norman Y. Mineta San Jose International Airport or a leafblower is operating) and specific moments when noise levels are lower (e.g., during lulls in traffic flows on Oakland Road or in the middle of the night). For this report, the L_{dn} will be used as it is consistent with the guidelines of the City of San Jose and the State of California.

Applicable Noise Standards and Policies

The City of San Jose's General Plan contains goals and policies which pertain to desired noise levels for various land uses located within the City. These policies and goals are expressed in terms of the L_{dn}. The General Plan cites long-term and short-term exterior L_{dn} goals for residential uses of 55 dBA and 60 dBA, respectively. Outdoor uses on sites where the L_{dn} is above 60 dBA would be limited to acoustically protected areas.

[3] $\mathbf{L_{eq}}$ stands for the Noise Equivalent Level and is a measurement of the average energy level intensity of noise over a given period of time such as the noisiest hour. $\mathbf{L_{dn}}$ stands for Day-Night Level and is a 24-hour average of noise levels, with 10 dB penalties applied to noise occurring between 10:00 PM and 7:00 AM. **CNEL** stands for Community Noise Equivalent Level; it is similar to the L_{dn} except that there is an additional five (5) dB penalty applied to noise which occurs between 7:00 PM and 10:00 PM. As a general rule of thumb where traffic noise predominates, the CNEL and L_{dn} are typically within two (2) dBA of the peak hour L_{eq}.

The General Plan also distinguishes between noise from transportation sources and noise from non-transportation (i.e., stationary) sources. The short-term exterior noise goal is 60 dBA L_{dn} for transportation sources. For stationary sources, the exterior noise goal is 55 dBA L_{dn} at the property line between sensitive land uses (e.g., residences, schools, libraries, hospitals, etc.) and non-sensitive land uses (e.g., industrial, commercial, etc.).

The above noise goals notwithstanding, the San Jose General Plan specifically recognizes that these goals may not be achieved within the timeframe of the General Plan at certain areas of the City, which are affected by noise from aircraft and major roadway traffic. These areas include: 1) the Downtown Core Area, 2) the area around Norman Y. Mineta San Jose International Airport (SJIA), and 3) areas adjacent to major roadways. Although the surrounding land uses are not located in the Downtown Core Area or the SJIA noise impact zone (defined by the 65 dBA CNEL contour), they are located adjacent to Oakland Road, a major roadway.

Existing Noise Conditions

The project limits extend from Montague Expressway in the north to Hedding Street in the south. Oakland road is a two- to four-lane facility that travels in a north-south direction. Sensitive noise receptors located adjacent to the roadway within the project limits include several mobile home parks, single and multi-family residences, and a school.

The main source of noise at receptors adjacent to Oakland Road is vehicular traffic along Oakland Road and other local roadways. On January 8 and 9, 2003, a noise monitoring survey was conducted to quantify existing noise levels at noise-sensitive receptors within the project area. Noise measurements were conducted at 13 different locations along Oakland Road. These noise measurement locations are shown in Figure 5. Noise levels were monitored continuously over a 24-hour period in ten-minute intervals at three locations along the roadway (receivers 11-13). Short-term noise measurements were conducted at seven additional sites in concurrent ten-minute intervals.

Long-term noise measurement location 11 was located approximately 82 feet from the center of the near northbound travel lane of Oakland Road at the approximate setback of 1954 Oakland Road. Hourly average noise levels measured at this site ranged from about 56 dBA L_{eq} to 66 dBA L_{eq}. The calculated day-night average noise level (L_{dn}) was 67 dBA. Long-term noise measurement location 12 was located approximately 82 feet from the center of the near northbound travel lane of Oakland Road, south of Townsend Road. The noise meter was located at the approximate setback of Unit 164 within the South Bay Mobile Home Park. Hourly average noise levels measured at this site ranged from about 59 dBA L_{eq} to 69 dBA L_{eq}. The calculated L_{dn} was 70 dBA. Long-term measurement location 13 was located approximately 50 feet from the center of Oakland Road just north of Charles Street. Hourly average noise levels measured at this site ranged from about 62 dBA L_{eq} to 72 dBA L_{eq} and the calculated L_{dn} was 73 dBA. Noise levels measured at this site were higher because the distance separating the noise meter from the roadway was less than the distance separating receiver 11 and receiver 12 from Oakland Road.

In addition to the long-term noise measurements, several short-term noise measurements were conducted at representative noise-sensitive receiver locations throughout the project study area. Generally, the noise measurement locations focused on exterior use areas of front-line receptors along Oakland Road. Short-term measurements were made at single-family residences, mobile homes, multi-family apartments, and a school (see Table 6).

TABLE 6. EXISTING AND PROJECT NOISE LEVELS

LOCATION	Noise Levels (L_{dn})				
	Time/ Date	**Existing**	**Future w/Project**	**Increase in dBA**	**Significant (Yes/No)***
1: Residences at 1954 Oakland Road ~82 feet from the center of the existing near northbound lane of Oakland Road near Site LT-1.	11:20 1/9/03	67 dBA	72 dBA	5 dBA	Y
2: Orchard School ~60 feet from the center of the existing near southbound lane of Oakland Road. Representative of exterior of nearest classroom.	14:20 1/9/03	68 dBA	72 dBA	4 dBA	N**
9: New Residences just north of Wayne Avenue behind Masonry soundwall. (Modeled location only).		55 dBA	59 dBA	4 dBA	N**
3: Residence 1769 Oakland Road ~147 feet from the existing near southbound lane of Oakland Road.	11:40 1/9/03	62 dBA	65 dBA	3 dBA	Y
4: Multi-family Residential between #1101 and #1120 in California Northpointe Apartments	12:00 1/9/03	65 dBA	69 dBA	4 dBA	N**
5: Mobile Homes ~69 feet from the existing northbound lane of Oakland Road near Site LT-2. Pool area shielded by 5 foot masonry wall.	13:20 1/9/03	64 dBA	67 dBA	3 dBA	Y
6: Mobile Homes ~82 feet from the existing northbound lane of Oakland Road near Site LT-2. Pool area shielded by 5 foot masonry wall.	13:20 1/9/03	69 dBA	73 dBA	4 dBA	Y
7: Garden City Trailer Park. ~105 feet from the existing southbound lane of Oakland Road.	13:40 1/9/03	65 dBA	67 dBA	2 dBA	N
10: Mobile Home Park just north of Commercial Street. ~72 feet from the existing northbound lane of Oakland Road.		67 dBA	72 dBA	5 dBA	Y
8: 2nd tier Mobile Home Park just north of Commercial Street. Partial shielding not taken into account.***	17:10 3/14/01	65 dBA***	69 dBA	4 dBA	Y

* A significant increase is defined as an increase of three (3) or more dBA in areas where the City's noise goals are exceeded.

** Although the project would result in noise level increases of four dBA at these locations, these receptors were designed with measures to mitigate for future noise levels along Oakland Road.

*** This noise measurement was conducted by Illingworth & Rodkin, Inc. for the Nella Oil Project environmental noise study dated September 12, 2001.

2. Environmental Checklist and Discussion

NOISE						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project result in:						
1) 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?	☐	☐	☐	☒	☐	15
2) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☐	1
3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐	☐	15
4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐	☐	15
5) 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
6) 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

Discussion: The noise impacts associated with the widening of Oakland Road are temporary construction noise impacts and long-term increases to ambient noise levels due to the additional traffic lanes and any increases in traffic that the project would facilitate.

Construction Noise

Widening of Oakland Road would require construction that would result in temporary noise impacts to adjacent land uses. During construction of the project, construction activities would take place within 50 feet of the nearest residences. Noise levels during grading and paving could reach 75-85 dBA outside of the closest residences, for example, when paving machines are operating directly outside of a residence. During these times, interior noise

levels would be as high as 65 dBA inside (assuming the windows are shut). The noise levels would be high enough to interfere with conversation in the rooms facing the road. During other phases of construction, noise levels would be lower but would still potentially interfere with indoor and outdoor activities. The duration of the continuous construction period would be a few weeks for any given location. This impact would be reduced to a less than significant level with the measures listed below.

Impact: Temporary noise increases during construction of the project would be a nuisance to residents, businesses, and occupants along the project alignment and would represent a significant noise impact.

Mitigation: Implementation of the following mitigation measures will reduce this impact to a less than significant level.

- Construction Hours. Limit construction to the hours of 7:00 AM to 7:00 PM on Monday through Friday, for any work within 500 feet of any residential unit.

- Extended Construction Hours. Weekend construction hours, including staging of vehicles, equipment and construction materials, shall be limited to Saturdays between the hours of 9 AM to 5 PM. Permitted work activities shall be conducted exclusively within industrial areas provided that such activities are inaudible to existing residential uses in the site area. Exterior generators, water pumps, compressors and idling trucks are not permitted near existing residences. The City shall be responsible for educating all contractors and subcontractors of said construction restrictions. Rules and regulations pertaining to all construction activities and limitations along with the name and telephone number of a contractor-appointed disturbance coordinator shall be posted in a prominent location at the entrance to the job site.

- For this project, equipment operation at the project site will conform to contractual specifications requiring the contractor to comply with all local sound control noise rules, regulations, and ordinances. Although construction noise impacts will be temporary, the following standard measures are recommended to minimize such impacts:

    - Equip all internal combustion engine-driven equipment with mufflers which are in good condition and appropriate for the equipment.

    - Locate equipment and vehicle staging areas as far from residential locations as possible (at least 200 feet from noise-sensitive land uses).

    - Limit unnecessary idling of equipment.

- Utilize "quiet" models of air compressors and other stationary noise sources where technology exists.

- Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a project construction area.

- The City or a designated "Noise Disturbance Coordinator" shall respond to any noise complaints and provide reasonable and feasible control measures to reduce intrusive construction noise (e.g. use of equipment enclosures and temporary noise barriers). The contact information for this coordinator shall be provided to all noise-sensitive land uses located within 200 feet of construction areas. Advanced notification of scheduled construction activities should also be provided with the contact information.

Long Term Noise Impacts

Noise measurements indicate that most locations fronting onto Oakland Road experience noise levels that exceed 60 dBA $L_{dn,}$ and some locations exceed 70 dBA L_{dn}. Newer residential areas that are protected by large soundwalls (e.g., the single-family residential area near Wayne Avenue) have exterior levels that are below 60 dBA L_{dn}. Widening of Oakland Road would lead to increased noise levels at some locations where traffic lanes would be moved closer to receptors. In some cases, traffic lanes would be moved from about 100 feet away to about 50 feet from receptors. Traffic noise levels would then also increase over future years as traffic volumes increase along Oakland Road. The project would increase capacity and allow for higher traffic volumes on Oakland Road, which would lead to higher noise levels.

The significance of traffic noise level increases was evaluated for land uses that are adjacent to the roadway. Noise modeling was performed using a Caltrans approved version of the *Federal Highway Administration Stamina Traffic Noise Prediction Model*. Overall, noise levels along Oakland Road would increase by two (2) to five (5) dBA, depending on the proximity of active land uses. Much of the increase, about 2 - 3 dBA of the overall increase, would be attributable to cumulative increases in traffic volumes. Approximately 1 - 2 dBA of the increase would occur as a result of physically moving traffic lanes closer to adjacent receptors.

Please refer to Table 6 for a summary of traffic noise level increases. This assessment focused on noise impacts at sensitive land uses found along the roadway that include some scattered single-family homes, multi-family residences between Wayne Avenue and Brokaw Road, several mobile home parks, and Orchard School. There are also commercial and industrial uses located along the project area. However, these types of uses are typically insensitive to changes in traffic noise levels. Unless commercial or industrial uses are identified as noise-sensitive for special reasons (e.g., sound studios, radio stations, or laboratories), traffic noise level increases at these uses attributable to this project are considered less than significant. Noise-sensitive commercial or industrial sites have not been identified along the project area.

Noise Level Increases at Single Family Residences

Residences at 1954 and 1769 Oakland Road

There are scattered single-family residences along Oakland Road that would experience noise level increases with implementation of the project. Two houses, represented by receiver 1 (1954 Oakland Road), would experience increases in noise levels of five (5) dBA. Measurements indicate that existing noise levels are 67 dBA L_{dn}. The proposed road widening would move the near lane from about 85 feet to about 50 feet from these houses, which would account for about two (2) dBA of this increase in noise levels. The combination of a closer roadway and higher future traffic volumes would increase noise levels to 72 dBA L_{dn}. This noise level increase would be considered significant.

An established single-family residence located across from McKay Road is represented by measurement location 3. This residence (1769 Oakland Road) is predicted to experience a three (3) dBA increase in noise levels. Measurements indicate that existing levels are 63 dBA and future levels would increase to 66 dBA. The three (3) dBA increase to noise levels is considered significant.

Impact: The project would result in a significant increase in noise levels at three single-family residences (two at 1954 Oakland Road and one at 1769 Oakland Road).

Mitigation: Since the three residences front onto Oakland Road, the use of typical noise mitigation methods, such as soundwalls are not feasible at these locations, since the locations of these walls could impede access to these properties and/or be visually and aesthetically undesirable. In addition, front yards are not usually the primary outdoor use areas. Therefore, implementation of the following mitigation measures are proposed as part of the project for the purpose of reducing this impact at the three residences to a less than significant level.

- The City will replace windows that are exposed to noise from Oakland Road with acoustically-rated windows if such windows are not currently in place. Gasketing of front doors will be provided, as necessary, to minimize noise intrusion through gaps. If existing front doors are found to be hollow core, they will be replaced with a solid core door. Mechanical ventilation may also be provided, if it is determined to be necessary. Specific acoustical treatments to be provided will be determined after a physical inspection of each residence by an acoustical professional is undertaken.

Residences Near Wayne Avenue

Measurement location 9 represents recently constructed single-family residences at Wayne Avenue, which are located behind a large soundwall. The soundwall was designed to shield both railroad noise and future traffic noise from Oakland Road. Special noise insulation treatments were applied to these homes to reduce interior noise from both railroad and future traffic on Oakland Road. Existing noise levels are estimated at about 56 dBA L_{dn} and future noise levels would be 60 dBA at the closest units. Since noise levels would remain below levels that the development was designed to accommodate, the increases resulting from the project are less than significant.

Residences at 1290 Oakland Road

Additional single family residences are located just north of the Trailer Tel Trailer Park, along the northbound (east) side of Oakland Road, just south of Service Street. Theses houses would also experience noise level increases resulting from the project. Currently, the nearest Oakland Road travel lane (northbound) is about 70 feet from these residences. With the project, traffic lanes would be moved about 30 to 40 feet closer. Front row houses experience existing noise levels of about 66 dBA L_{dn}. Moving the traffic lanes closer to these houses would increase traffic noise by about one to two dBA. With the closer traffic lanes and future traffic volume conditions, noise levels would increase by about four (4) dBA to 70 dBA L_{dn}. This noise level increase would be significant.

Impact: The residences at 1290 Oakland Road along the project would experience significant noise level increases, of approximately four (4) dBA.

Mitigation: The noise impact at these residences will be mitigated to a less than significant level by a soundwall or by acoustical improvements to the residential structures. The owners of the property at 1290 Oakland Road will have the choice of mitigation option #1 or #2, below.

Option #1 Soundwall

- Under this option, the southernmost of the two driveways into this property would be eliminated and a seven (7) foot soundwall would be erected, extending from the end of the proposed soundwall at the Trailer Tel Trailer Park (see discussion below) north past the two single-family houses, and including a return along the northern driveway. This driveway return would extend to the setback of the building façade of the house at this location (see Figure 6). [Note: If the southernmost driveway is left open and returns are constructed, noise impacts would still be reduced to a less-than-significant level, but the benefit would be less than if the driveway were closed.]

- A similar wall would be constructed on the north side of the northernmost driveway. This wall would extend from the existing soundwall on the north end of the property, which separates the adjacent commercial development from the residences on the 1290 Oakland Road property to the northern driveway and return back to the building façade of the nearest unit to Oakland Road on the north side of the driveway.

This soundwall layout would reduce noise levels in the outdoor use areas for all of the residences at 1290 Oakland Road and also would reduce interior noise levels to a less than significant level.

Option #2 Acoustical Treatments

Since the residences at this property front onto Oakland Road, the installation of a soundwall could impede access to these properties and/or be visually and aesthetically undesirable by the property owners. In the event that the property owners decline the soundwalls described above, implementation of the following mitigation measures will reduce this impact to a less than significant level.

- The City will replace windows that are exposed to noise from Oakland Road with acoustically-rated windows if such windows are not currently in place. Gasketing of front doors will be provided, as necessary, to minimize noise intrusion through gaps. If existing front doors are found to be hollow core, they will be replaced with a solid core door. Mechanical ventilation may also be provided, if it is determined to be necessary. Specific acoustical treatments to be provided will be determined after a physical inspection of each residence by an acoustical professional is undertaken. [Note: This mitigation applies to the first and second tier residences only.]

Noise Level Increases at Multi-Family Residences

The only multi-family residences identified along the project reach are recently constructed apartments/town houses located between Wayne Avenue and Brokaw Road. Noise levels are represented for these residences with measurement location 4. Measurements indicate that existing noise levels at the frontage are 65 dBA L_{dn}. Widening of the road, combined with projected increases in traffic volumes, would increase noise levels by four (4) dBA, to 69 dBA L_{dn}. These residences underwent acoustical evaluations to identify the appropriate design for the future noise environment (*Edward L. Pack Associates, Inc. 1993* – refer to Appendix C). The evaluation identified the acoustical treatment necessary for a future L_{dn} noise level of 71 dBA. This included treatment to protect an outdoor recreation area and habitable interior spaces. Since future noise levels with the project are predicted to be lower than the design levels for these residences, the increase in noise levels resulting from the project is considered consistent with the design of these residences. Therefore, this impact is less than significant and no mitigation is required.

Noise Level Increases at Mobile Home and Trailer Parks

There are three mobile home parks and two trailer parks located along Oakland Road between Bern Court and Commercial Street (refer to Figure 5). The locations of each of these facilities and their associated noise impacts are discussed below.

Golden Wheel Mobile Home Park

The Golden Wheel Mobile Home Park, located at 1450 Oakland Road, opposite Berger Drive, will be minimally affected by the proposed project. This conclusion is based on the fact that the mobile homes in this park are setback from Oakland Road and shielded from traffic noise by a row of commercial buildings located along the east side of Oakland Road.

Riverbend and South Bay Mobile Home Parks

The Riverbend Mobile Home Park and the South Bay Mobile Home Park, represented by measurement locations 5 and 6, are located south of Gish Road. Measurement location 5 represents noise levels at the first and second tier of houses (the two rows of units closest to Oakland Road) and measurement location 6 represents homes at the first tier. Measurements indicate existing noise levels ranging from 64 to 68 dBA L_{dn}. The proposed road widening would move traffic lanes about 5-10 feet closer to these residences. Under existing traffic conditions, this widening would result in a less than one (1) dBA increase. With future traffic volumes, the noise levels would increase to 67 to 72 dBA L_{dn}. Given the current noise levels, this 3-4 dBA increase would be significant.

Garden City Trailer Park

North of Charles Street and south of Service Street, on the west side of Oakland Road, is the Garden City Trailer Park. It borders directly onto Oakland Road.

The Garden City Trailer Park is located adjacent to Oakland Road, near Charles Street (refer to measurement location 7 on Figure 5). Measurements indicate existing noise levels range from 65 to 67 dBA L_{dn} depending on the setback from Oakland Road. Since widening of Oakland Road would be away from this area, noise levels would not increase as a result of physically moving traffic. In fact, moving traffic farther away would decrease noise levels slightly. Future increases to traffic volumes, however, would result in an overall increase in noise levels at this location of about two (2) dBA. The increase to the noise environment at this location would not be noticeable, and therefore, would be less than significant.

Trailer Tel Trailer Park

The Trailer Tel Trailer Park is located along the project reach between Service Street and Commercial Street. Noise levels measured in March 2001 indicate that existing noise levels are about 63 dBA L_{dn} between first and second tier homes and about 65 dBA L_{dn} at first tier homes (refer to measurement location 8 and 10). The proposed widening of Oakland Road would locate traffic lanes much closer to these residences, causing traffic noise levels to increase by about one to two (1-2) dBA. In combination with future traffic volumes, the total noise level increase would be four to five (4-5) dBA. This would be a significant increase in noise levels.

Impact: The project would result in significant increases in noise levels at the Riverbend and South Bay Mobile Home Parks, as well as at the Trailer Tel Trailer Park.

Mitigation: Noise impacts at the Riverbend and South Bay Mobile Home Parks, as well as at the Trailer Tel Trailer Park, will be mitigated with sound walls. The proposed soundwalls are described as follows:

- A soundwall having a height of approximately eight feet will be constructed in front of the Riverbend and South Bay Mobile Home Parks (see Figure 6). There will be openings in the soundwall to accommodate the existing three driveways. Soundwall returns will be constructed at the three driveways to reduce flanking noise. Soundwall returns will also be constructed at the north end of the Riverbend property and the sound end of the South Bay property, as conceptually shown on Figure 6.

- A soundwall having a height of approximately eight feet will be constructed in front of the Trailer Tel Trailer Park (see Figure 6). There will be an opening in the soundwall to accommodate the existing driveway. Soundwall returns will be constructed at the driveway to reduce flanking noise. Soundwall returns will also be constructed at the north and sound ends of the property, as conceptually shown on Figure 6.

Noise Level Increases at Orchard School

Orchard School lies along the southbound side of Oakland Road near Fox Lane. The nearest classrooms (Building J) are located about 50 to 60 feet from the existing roadway (see Receiver ST-2). Noise measurements indicate existing noise levels are 68 dBA DNL. The project would move traffic lanes about 10 feet closer to the classrooms causing noise levels to increase by about 1 dBA, assuming existing traffic conditions. Future traffic levels would increase exterior noise levels to 72 dBA, resulting in a 4 dBA increase over existing levels. Noise levels inside of classrooms may increase by up to 4 dBA depending on the noise insulation properties of the buildings.

Although the project will increase noise levels at Orchard School by approximately four (4) dBA, the impact would not be significant because the school was designed to take the Oakland Road widening into account. Specifically, construction of the school, which opened in 1997, was conditioned on the Orchard School District implementing improvements to Oakland Road along the school frontage (*Harry Freitas, City of San Jose, personal communication, 8/26/03*). Further, all of the school classrooms were constructed with double-paned windows, insulation, mechanical ventilation, and air conditioning (*Thorburn Associates, 1996*).

3. <u>Conclusion</u>

With the implementation of the mitigation measures above, the proposed project would not result in significant noise impacts. (Less Than Significant Impact with Mitigation)

L. POPULATION AND HOUSING

1. Setting

According to the Association of Bay Area Governments (ABAG), within the City of San Jose's Sphere of Influence, the population for 2000 was 972,200 with 289,220 households. For 2020, the projected population is 1,101,500 with 339,560 households. The average number of persons per household in San Jose in 2000 was 3.31, an average which is projected to decrease slightly to 3.19 by the year 2020.

Approximately 410,990 jobs were provided within the City of San Jose's Sphere of Influence in 2000, and projections show an increase to 510,410 jobs by the year 2020.

The above data show an existing jobs/housing imbalance in San Jose in that there is a surplus of housing in relation to the number of jobs within the City. This imbalance is opposite of the condition that a number of other cities in Santa Clara County experience, where there is a shortage of housing in relation to the number of jobs. In general, it is highly desirable for communities to have a balance between residences and jobs. [Note: the fact that, taken as a whole, the Bay Area has a shortage of housing in relationship to the number of jobs is one reason why there is a sizable commute from outlying residential areas as far away as the San Joaquin Valley to jobs in the Bay Area.]

2. Environmental Checklist and Discussion

POPULATION AND HOUSING						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) 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
2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐	1
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐	1

Discussion: The project consists of widening an existing roadway, which would not displace or divide a community. As described previously, the project is designed to accommodate existing traffic and future traffic from approved developments. The project would not induce substantial population growth in the site area.

The project does not include the development of any residential, commercial or industrial uses, and therefore, would not impact the City's existing jobs/housing imbalance.

3. Conclusion

The proposed Oakland Road Widening Project would not induce population growth or affect the City's jobs/housing imbalance (No Impact).

M. PUBLIC SERVICES

1. Setting

The project area consists of an approximately 3.4-mile section of Oakland Road. The City of San Jose Fire and Police Departments provide fire and police service to locations throughout the City, including the site area. The closest fire station is located at 1380 North Tenth Street, approximately 1.7 miles away from the Brokaw Road/Oakland Road intersection. The closest police station is located at 201 West Mission Street, approximately 1.5 miles from the Hedding Street/Oakland Road intersection.

2. Environmental Checklist and Discussion

PUBLIC SERVICES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project: 1) 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:						
Fire Protection?	☐	☐	☐	☒	☐	1
Police Protection?	☐	☐	☐	☒	☐	1
Schools?	☐	☐	☐	☒	☐	1
Parks?	☐	☐	☐	☒	☐	1
Other Public Facilities?	☐	☐	☐	☒	☐	1

Discussion: Because the Oakland Road Widening Project does not propose any new buildings, the project would not substantially increase the demand for public services, including fire and police protection, and would not require construction or expansion of other public service facilities.

3. Conclusion

The project would not increase demand for fire and police services and would not affect levels of service or performance objectives for public services. (No Impact)

N. RECREATION

1. Setting

The City of San Jose provides parklands, open space, and community facilities for public recreation and community services. Park and recreation facilities vary in size, use, type of service, and provide for regional, and neighborhood uses.

2. Environmental Checklist and Discussion

RECREATION						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) 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
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐	1

Discussion: The project does not propose any construction or physical development which would affect existing recreational areas. The project does not propose any development which would increase the use of or need for recreational areas. Therefore, the proposed Oakland Road Widening Project would not affect recreational uses.

3. Conclusion

The project would not result in direct impacts on the use of recreational facilities. (No Impact)

O. TRANSPORTATION

The following discussion is based upon a transportation analysis completed by *BKF Engineers* in June 2003. The complete analysis is provided in Appendix D of this report.

1. Existing Setting

Oakland Road is currently a two to four-lane arterial roadway. Oakland Road has been widened to accommodate a six-lane road along sections of the project area, most notably at its crossing over Coyote Creek and north of the railroad tracks. However, the roadway has not been striped for six lanes and remains a two to four-lane roadway throughout the project reach. Some bicycle and pedestrian facilities exist along portions of the project reach. A description of the existing transportation system facilities in terms of the roadway network, intersections, transit service, bicycle and pedestrian facilities and parking is provided below.

Existing Roadway Network

Regional Access

Regional access to the project roadway is provided by U.S. Highway 101, Interstate Highway 880, and Interstate Highway 680.

U.S. Highway 101 (US 101) extends from Los Angeles, in the south, to the Oregon state border, in the north. In the vicinity of the project, US 101 runs in the north-south direction, and includes three mixed-flow lanes and one high occupancy vehicle (HOV) lane in each direction of travel. US 101 provides access to the project study area with its interchange with Oakland Road.

Interstate 880 (I-880) is an eight-lane freeway located west of Oakland Road. It extends in a north/south direction from Oakland into San Jose, where it connects to Interstate 17, south of its intersection with I-280. Brokaw Road is the nearest off-ramp connecting to the project site.

Interstate 680 (I-680) is an eight-lane regional freeway located east of Oakland Road. Interstate 680 runs in a north/south direction from I-80 to San Jose, where it connects to I-280 at the interchange with US 101. The Montague Expressway interchange provides the nearest access to the project site.

Local Access

Brokaw Road is a four-lane roadway running in an east-west direction between US-101 and I-680. West of US 101, Brokaw Road becomes Airport Parkway and east of the project it becomes Murphy Avenue and then Hostetter Road, becoming a two-lane roadway after crossing underneath I-680. Brokaw Road intersects Oakland Road approximately in the middle of the project reach.

Hedding Street is an east-west four-lane arterial, paralleling Highway 880 until its junction with U.S. 101. East of U.S. Highway 101, Hedding Street becomes Berryessa Road.

Montague Expressway is an eight-lane county roadway running between US 101 and I-680. West of US 101, Montague Expressway becomes San Tomas Expressway and east of I-680, it becomes Landess Avenue. Montague Expressway connects with the project roadway at its northernmost location.

Existing Transit Service

The Santa Clara County Valley Transportation Authority (VTA) has jurisdiction over public transit in Santa Clara County. The VTA currently operates two local bus routes within the vicinity of the proposed project.

Route 59 provides service between the Old Ironsides/Tasman Drive intersection and the Cropley Avenue/Morrill Avenue intersection. This bus route runs primarily in the early mornings and late evenings. Route 59 stops at the Brokaw Road/Oakland Road intersection.

Route 66 provides service between Santa Teresa Hospital and the City of Milpitas. Weekday service is provided between 5:00 AM and midnight at 15-minue peak period headways, while off-peak headways vary between 30 and 60 minutes. Weekend service is provided between 6:00 AM and 11:30 PM at 30 to 60-minute headways. Route 66 travels along the entire length of Oakland Road.

Existing Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities exist along large portions of Oakland Road. Bike lanes are located in most of the northern roadway portions, ending approximately at the Faulstich Court intersection. Sidewalks are present along a large portion of the roadway. Just north of the Orchard School property, however, there are no sidewalks on the west side of the roadway.

Existing Intersection Levels of Service

Traffic conditions at the study intersections were evaluated using the concept of Level of Service (LOS). LOS 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. The following thirteen intersections along Oakland Road were analyzed for LOS standards.

- Montague Expressway and Oakland Road
- Club Drive/Calle Artis and Oakland Road
- Rock Avenue and Oakland Road
- Fox Lane and Oakland Road
- McKay Drive and Oakland Road
- Brokaw Road and Oakland Road
- Schallenberger Road and Oakland Road
- Berger Drive and Oakland Road
- Gish Road and Oakland Road
- Commercial Street and Oakland Road

- U.S. 101 NB Ramps and Oakland Road
- U.S. 101 SB Ramps and Oakland Road
- Hedding Street and Oakland Road

The City of San Jose designated intersection LOS software analysis program is TRAFFIX. TRAFFIX evaluates signalized intersection operations on the basis of average stopped delay for all vehicles at the intersection. The analysis uses procedures from the *1985 Highway Capacity Manual (HCM)* method for signalized intersections. The relationship between average delay and LOS is shown in Table 7, below.

TABLE 7. SIGNALIZED INTERSECTION LEVEL OF SERVICE THRESHOLDS

LOS	Intersection Description	Delay(sec.)
A	No congestion. All vehicles clear in a single signal cycle.	<5
B	Very light congestion. All vehicles clear in a single signal cycle.	5-15
C	Light congestion, occasional backups on some approaches or turn pockets.	15-25
D	Significant congestion on some approaches but intersection is functional. Vehicles required to wait through more than one cycle during short peaks.	25-40
E	Severe congestion with some long back ups. Blockage of intersection may occur. Vehicles are required to wait through more than one cycle.	40-60
F	Total breakdown. Stop and go conditions.	>60

TRAFFIX is also the Congestion Management Program (CMP) designated intersection LOS software analysis program. The City of San Jose methodology embodies the CMP default values for the analysis parameter. There are four signalized intersections in the project vicinity that are governed by the CMP in addition to the City of San Jose LOS Policy. The CMP study intersections are Montague Expressway at Oakland Road, Brokaw Road at Oakland Road, U.S. 101 Northbound Ramps at Oakland Road, and U.S. 101 Southbound Ramps at Oakland Road. The primary goal of the CMP is to monitor traffic congestion in the Santa Clara County to minimize deterioration of existing roadway facilities.

Per CMP Transportation Impact Analysis (TIA) guidelines adopted in May 1998, the TIA guidelines apply to the evaluation of transportation impacts of all land use decisions within the agency's jurisdiction that are projected to generate 100 or more AM or PM weekday peak-hour trips. Since the proposed Oakland Road Widening project is a City of San Jose

capital transportation improvement project and does not generate any peak-hour trips, the analysis focuses on the City of San Jose requirements.

Under existing conditions, eleven signalized intersections[4] were analyzed for AM and PM peak hour periods for the LOS calculations for Existing Conditions. The study intersections and their corresponding existing LOS results are presented in Table 8 below.

TABLE 8. INTERSECTION LEVEL OF SERVICE ANALYSIS – EXISTING CONDITIONS

Intersection		AM PEAK HOUR		PM PEAK HOUR	
		AVG. DELAY (SEC)	LOS	AVG. DELAY (SEC)	LOS
1	Montague Expressway and Oakland Road	39.6	D-	109.9	F
2	Club Drive/ Calle Artis and Oakland Road	9.9	B	8.9	B
4*	Fox Lane and Oakland Road	14.2	B-	11.8	B
5	McKay Drive and Oakland Road	16.7	C+	8.7	B
6	Brokaw Road and Oakland Road	31.4	D	35.2	D
7	Schallenberger Road and Oakland Road	7.6	B	7.1	B
9	Gish Road and Oakland Road	13.1	B-	14.6	B-
10	Commercial Street and Oakland Road	30.8	D	36.1	D
11	U.S. 101 NB Ramps and Oakland Road	52.5	E	18.7	C
12	U.S. 101 SB Ramps and Oakland Road	15.4	C+	27.1	D+
13	Hedding Street and Oakland Road	32.6	D	29.7	D

* Intersections 3 and 8 are only studied under Future Project and No Project Conditions.

According to the City of San Jose standards, an intersection that operates at LOS D or better is acceptable. Based on the results shown, only the Montague Expressway/Oakland Road intersection in the PM peak hour and the U.S. 101 NB Ramps/Oakland Road intersection fail to operate at an acceptable LOS. At 109.9 seconds of delay, the Montague Expressway/Oakland Road intersection operates substantially worse than any other intersections along the project roadway.

[4] A total of 13 intersections were examined in this study. The traffic signals at Oakland Road/Rock Avenue and Oakland Road/Berger Drive have not yet been installed and are only studied under Future Project and No Project Conditions.

Existing Roadway Segment Operations

Because intersection level of service does not fully explain traffic operations along this stretch of Oakland Road, the following discussion describes the existing operational conditions of segments of Oakland Road in the project reach. These operational conditions are also categorized into Level of Service categories (see Table 9, below), which are based on vehicle travel speed through the segment, according to the 2000 *Highway Capacity Manual (HCM)* Urban Streets Methodology. The average travel speed is computed from the running times on the urban street and the control delay of the through movements at signalized intersections.

TABLE 9. ROADWAY SEGMENT OPERATION BY CLASS

Urban Street Class	**I**	**II**	**III**	**IV**
Range of free-flow speeds	**55 to 45 mi/h**	**45 to 35 mi/h**	**35 to 30 mi/h**	**35 to 25 mi/h**
LOS	**Average Travel Speed (Miles/Hour)**			
A	Higher than 42	Higher than 35	Higher than 30	Higher than 25
B	34 to 42	28 to 35	24 to 30	19 to 25
C	27 to 34	22 to 28	18 to 24	13 to 19
D	21 to 27	17 to 22	14 to 18	9 to 13
E	16 to 21	13 to 17	10 to 14	7 to 9
F	Less than 16	Less than 13	Less than 10	Less than 7

Due to different observed prevailing speeds and intersection spacing on Oakland Road, it is divided into four separate segments based on individual speed characteristics. Following are the limits of the four segments and their corresponding urban street classifications.

Segment One Between Hedding Street and Commercial Street (Class IV)
Segment Two Between Commercial Street and Schallenberger Road (Class II)
Segment Three Between Schallenberger Road and Brokaw Road (Class II)
Segment Four Between Brokaw Road and Montague Expressway (Class II)

The results of the roadway segment operations analysis for existing conditions are presented in Table 10.

TABLE 10. EXISTING CONDITION ROADWAY SEGMENT OPERATIONS AND TRAVEL TIME ANALYSIS					
Roadway Segment			TRAVEL TIME (SEC)	AVG. SPEED (MPH)	LOS
1	NB Oakland Road From Hedding Street to Commercial Street	AM	240.7	5.6	F
		PM	126.9	10.7	E
	SB Oakland Road From Commercial Street to Hedding Street	AM	99.2	13.7	E
		PM	118.3	11.5	E
2	NB Oakland Road From Commercial Street to Schallenberger Road	AM	106.6	29.0	B
		PM	115.7	26.8	C
	SB Oakland Road From Schallenberger Road to Commercial Street	AM	139.7	22.2	C
		PM	188.4	16.4	E
3	NB Oakland Road From Schallenberger Road to Brokaw Road	AM	79.3	18.8	D
		PM	96.6	15.5	E
	SB Oakland Road From Brokaw Road to Schallenberger Road	AM	47.8	31.3	B
		PM	48.9	30.6	B
4	NB Oakland Road From Brokaw Road to Montague Expressway	AM	246.6	22.9	C
		PM	305.8	18.5	D
	SB Oakland Road From Montague Expressway to Brokaw Road	AM	286.0	20.7	D
		PM	340.9	17.4	D

High levels of traffic congestion currently occur on Oakland Road, including Segment One, which operates at LOS F in the AM northbound direction and LOS E in the northbound PM and southbound AM/PM situations. Segment Two operates at LOS E in the southbound PM direction and Segment Three operates at LOS E in the PM northbound direction. The analysis results suggest that the segments between Brokaw Road and Hedding Street are among the most congested sections of Oakland Road with extended travel times and slow average speeds. This explains the existing traffic conditions observed in the field, with long delays, especially on southbound Oakland Road, north of the US 101 interchange (refer to Appendix D).

2. Background Conditions

The following discussion describes background conditions in the project area. Traffic volumes for background conditions consist of existing traffic counts plus traffic generated by approved, but-not-yet-constructed, developments in the project vicinity. Traffic from approved but-not-yet-constructed development projects is tracked in an Approved Trip Inventory (ATI) by the City's Public Works Department. When a project is built and occupancy permits are issued, the project is removed from the ATI. The ATI also includes roadway improvements required of approved development projects.

Intersection LOS for Background Traffic Conditions

The study intersections and their corresponding LOS results for Background Conditions are presented in Table 11.

TABLE 11. INTERSECTION LEVEL OF SERVICE – BACKGROUND CONDITIONS

Intersection		AM Peak Hour		PM Peak Hour	
		Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS
1	Montague Expressway and Oakland Road	41.7	E+	121.4	F
2	Club Drive/Calle Artis and Oakland Road	9.9	B	8.9	B
4*	Fox Lane and Oakland Road	17.4	C	13.7	B-
5	McKay Drive and Oakland Road	18.4	C	9.9	B
6	Brokaw Road and Oakland Road	31.9	D	37.6	D-
7	Schallenberger Road and Oakland Road	8.4	B	7.6	B
9	Gish Road and Oakland Road	13.1	B-	14.6	B-
10	Commercial Street and Oakland Road	34.7	D	37.2	D-
11	U.S. 101 NB Ramps and Oakland Road	69.9	F	20.4	C
12	U.S. 101 SB Ramps and Oakland Road	15.5	C+	30.2	D
13	Hedding Street and Oakland Road	36.9	D	31.6	D

* Intersections 3 and 8 are only studied under Future No Project and Future Project Conditions.

Based on the results shown in Table 11, all study intersections operate at acceptable levels of service for Background Conditions except for the two intersections at Montague Expressway/Oakland Road (LOS E+ for AM Peak and LOS F for PM Peak) and U.S. 101 NB Ramps/Oakland Road (LOS F for AM Peak). Average delay, however, increases for

most intersections under Background Conditions when compared to Existing Conditions. The greatest increase in delay occurs at the above-mentioned intersections.

The LOS results for intersections at the U.S. 101 on and off-ramps for Oakland Road, and the Commercial Street and Oakland Road intersection may not reflect actual traffic conditions, due to the bottleneck downstream on Oakland Road, between Faulstich Court and Commercial Street. The bottleneck restricts the flow of vehicles which then creates a backward forming queue to the upstream intersection. This bottleneck limits the number of vehicles going through the intersection, even though the actual traffic demand at the intersection well exceeds its capacity. Cycle failures are common occurrences at these intersections, where motorists generally have to wait through more than one complete signal cycle to pass through the traffic-saturated intersections.

Roadway Segment Operations for Background Traffic Conditions

The arterial roadway analysis for background conditions along the four segments of Oakland Road is presented in Table 12.

TABLE 12. ROADWAY SEGMENT OPERATIONS AND TRAVEL TIMES ANALYSIS (BACKGROUND CONDITIONS)

Roadway Segment			Travel Time (sec)	Avg. Speed (mph)	LOS
1	NB Oakland Road From Hedding Street to Commercial Street	AM	274.1	5.0	F
		PM	129.4	10.5	E
	SB Oakland Road From Commercial Street to Hedding Street	AM	100.9	13.5	E
		PM	130.9	10.4	E
2	NB Oakland Road From Commercial Street to Schallenberger Road	AM	107.2	28.9	B
		PM	116.6	26.6	C
	SB Oakland Road From Schallenberger Road to Commercial Street	AM	139.9	22.1	C
		PM	191.1	16.2	E
3	NB Oakland Road From Schallenberger Road to Brokaw Road	AM	80.4	18.6	D
		PM	96.9	15.4	E
	SB Oakland Road From Brokaw Road to Schallenberger Road	AM	49.5	30.2	B
		PM	50.0	29.9	B
4	NB Oakland Road From Brokaw Road to Montague Expressway	AM	246.3	22.9	C
		PM	310.6	18.2	D
	SB Oakland Road From Montague Expressway to Brokaw Road	AM	286.3	20.7	D
		PM	341.8	17.3	D

Three of the four roadway segments are projected to operate at LOS of E or worse during Background Conditions:

Segment 1
NB (LOS F for AM Peak, LOS E for PM Peak)
SB (LOS E for AM and PM Peak)

Segment 2
SB (LOS E for PM Peak)

Segment 3
NB (LOS E for PM Peak).

Travel times increase for all roadway segments under Background Conditions. The segments between Hedding Street and Schallenberger Road remain extremely congested and average speeds are further reduced. During background conditions, the travel time on the northbound section of Hedding Street/Commercial Street increase from 240.7 to 274.1 seconds and average speed reduces from 5.6 to 5.0 mph. The increase in travel times is due to the increase in control delays (red lights) at the intersections that result from the additional traffic generated by the approved-but-not-yet-constructed projects.

3. Environmental Checklist and Discussion

TRANSPORTATION/TRAFFIC						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) 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, 16
2) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐	☐	1,16
3) 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?	☐	☐	☐	☒	☐	1,16

TRANSPORTATION/TRAFFIC						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☐	☐	☒	1,16
5) Result in inadequate emergency access?	☐	☐	☐	☐	☒	1
6) Result in inadequate parking capacity?	☐	☐	☐	☒	☐	1
7) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☐	☒	1,16

Thresholds of Significance

According to City of San Jose Intersection Level of Service Criteria for capital transportation improvement projects, a project is considered to result in significant traffic or circulation impacts if the project would:

- cause an intersection operating at LOS D or better under no project conditions to operate at LOS E or F and the increase in the volume-to-capacity ratio is 0.05 or greater;
- cause the volume-to-capacity ratio to increase by 0.05 or more at an intersection operating at LOS E or F under no project conditions.
- 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; or
- substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment); or
- result in inadequate emergency access; or
- result in inadequate parking capacity; or
- conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Methodology for Future 2010 Conditions

The following sections discuss traffic along Oakland Road during Future 2010 Conditions without the project ("No Project Conditions") and with the project ("Project Conditions"), respectively. The project itself would not generate traffic, as no trip-generating land uses would be built in the project area. Rather, the project would accommodate future traffic, which is expected to increase whether or not the project is completed.

The Future 2010 traffic volumes were derived from the City of San Jose's TRANPLAN model. For the purpose of maintaining the turning movement proportions from the Background Conditions, the forecasted volumes from the TRANPLAN model were treated as a set of growth factors for input to the software for the intersection and roadway segment LOS analyses. Independent growth factors were derived for each individual Oakland Road segment.

Future 2010 "No Project" Conditions

2010 "No Project" Intersection Levels of Service

As shown in Table 13, by the year 2010, under No Project Conditions, six of the study intersections would operate at unacceptable levels of service:

- Montague Expressway & Oakland Road (LOS F for AM and PM Peak)
- Rock Avenue & Oakland Road (LOS F for PM Peak)
- Fox Lane & Oakland Road (LOS F for PM Peak)
- Brokaw Road & Oakland Road (LOS E for AM Peak and LOS F for PM Peak)
- U.S. 101 NB Ramps & Oakland Road (LOS F for AM Peak)
- Hedding Street & Oakland Road (LOS F for AM and PM Peak)

The intersections of Oakland Road at both Rock Avenue and Fox Lane experience heavy delays and operate at LOS F due to the fact that they currently only have one through lane in each direction. In addition, Rock Avenue would have a traffic stop light, which is currently not present. The segment of Oakland Road, on which both intersections are present, would continue to act as a bottleneck for traffic flowing between Montague Expressway and Brokaw Road.

Based on the analysis results, average delays would generally increase under the Future 2010 No Project Conditions, when compared to the Background Conditions. There would be substantial increases in average delays for a majority of the intersections with the Future 2010 No Project Condition, especially during the PM peak-hour period. There would be, however, minor reductions in average delays for the McKay Drive/Oakland Road, Gish Road/Oakland Road, Commercial Street/Oakland Road, and U.S. 101 Ramps/Oakland Road intersections. This would mainly be due to the anticipated changes in future traffic patterns with the completion of Interstate 880 widening between U.S. 101 and Montague Expressway.

TABLE 13. COMPARISON OF FUTURE 2010 NO PROJECT AND PROJECT CONDITIONS INTERSECTION LEVEL OF SERVICE ANALYSIS													
INTERSECTION		FUTURE 2010 NO PROJECT CONDITION						FUTURE 2010 WITH PROJECT CONDITION					
		AM PEAK			PM PEAK			AM PEAK			PM PEAK		
		AVG. DELAY (SEC)	LOS	V/C	AVG. DELAY (SEC)	LOS	V/C	AVG. DELAY (SEC)	LOS	V/C	AVG. DELAY (SEC)	LOS	V/C
1	Montague Expressway and Oakland Road	328.0	F	1.47	131.5	F	1.18	346.4	F	1.49	79.7	F	1.12
2	Club Drive/Calle Artis and Oakland Road	13.1	B	0.25	8.6	B	0.42	10.4	B	0.24	9.0	B	0.38
3	Rock Avenue and Oakland Road	8.4	B	0.68	N/A	F	1.27	7.6	B	0.29	6.3	B+	0.49
4	Fox Lane and Oakland Road	25.3	D	0.85	N/A	F	1.72	14.8	B-	0.61	10.5	B	0.76
5	McKay Drive and Oakland Road	8.7	B	0.60	13.6	B-	0.81	11.8	B	0.36	8.9	B	0.58
6	Brokaw Road and Oakland Road	55.8	E	1.04	65.3	F	1.07	57.0	E-	1.05	58.0	E-	1.03
7	Schallenberger Road and Oakland Road	8.5	B	0.65	10.0	B	0.61	8.3	B	0.48	8.4	B	0.47
8	Berger Drive and Oakland Road	7.2	B	0.31	8.8	B	0.50	8.3	B	0.35	8.5	B	0.46
9	Gish Road and Oakland Road	8.7	B	0.68	7.1	B	0.69	15.1	C+	0.79	11.2	B	0.70
10	Commercial Street and Oakland Road	22.0	C	0.40	23.7	C-	0.69	15.6	C+	0.39	16.7	C+	0.75
11	Route 101 NB Ramps and Oakland Road	177.3	F	1.32	36.5	D	0.98	177.1	F	1.32	23.3	C-	0.95
12	Route 101 SB Ramps and Oakland Road	14.4	B-	0.56	19.3	C	0.88	13.6	B-	0.50	19.1	C	0.88
13	Hedding Street and Oakland Road	110.6	F	1.20	77.3	F	1.16	111.7	F	1.20	78.5	F	1.16

N/A = Not Available (Average Delay is theoretically infinite since saturation flow to capacity ratio is greater than one)

LOS results for intersections at U.S. 101 Ramps/Oakland Road and Commercial Street/Oakland Road may not reflect actual traffic conditions due to the bottleneck downstream on Oakland Road between Faulstich Court and Commercial Street. As mentioned previously, the bottleneck restricts the flow of vehicles which then creates a backward forming queue to the upstream intersection. This limits the number of vehicles going through the intersection, even though the actual traffic demand at the intersection well exceeds its capacity. As a result, LOS results appear better than the actual conditions at this intersection. Cycle failures are common occurrences at those intersections where motorists generally have to wait through more than one complete signal cycle to pass through the traffic saturated intersections.

2010 "No Project" Roadway Segment Operations

As shown in Table 14, all four roadway segments will operate at LOS E or worse during Future 2010 No Project Conditions:

Segment 1
Northbound (LOS E for AM and PM Peak)
Southbound (LOS E for AM Peak, LOS F for PM Peak)
Segment 2
Southbound (LOS F for PM Peak)
Segment 3
Northbound (LOS E for PM Peak)
Segment 4
Southbound (LOS F for PM Peak)

Future 2010 "With Project" Conditions

Overview of Project Impacts

As discussed previously, the project is being proposed for the purpose of improving traffic operations and improving roadway capacity in the area. Therefore, overall impacts on traffic will be beneficial. However, at several intersections along Oakland Road, operations may somewhat deteriorate with the project in place due to anticipated changes in traffic circulation and a projected increase in the number of U-turns. Both the beneficial and adverse traffic impacts are described below.

2010 "With Project" Intersection Levels of Service

As shown in Table 13, under Future 2010 Project Conditions, all intersections would operate at acceptable levels of service with the exception of the following four intersections:

- Montague Expressway & Oakland Road (LOS F for AM and PM Peak)
- Brokaw Road & Oakland Road (LOS E- for AM Peak and LOS E- for PM Peak)
- U.S. 101 NB Ramps & Oakland Road (LOS F for AM Peak)
- Hedding Street & Oakland Road (LOS F for AM and PM Peak)

Average delays generally decrease and LOS generally improves with Future 2010 Project Conditions, as compared to the Future 2010 No Project Conditions. During the PM peak period, there would be decreases in average delays (i.e., improvements in LOS) for several intersections. These intersections would include Rock Avenue at Oakland Road, Fox Lane at Oakland Road, and Commercial Street at Oakland Road.

TABLE 14. COMPARISON OF FUTURE 2010 PROJECT AND NO PROJECT CONDITIONS ROADWAY SEGMENT OPERATIONS AND TRAVEL TIMES								
	ROADWAY SEGMENT	FUTURE 2010 NO PROJECT CONDITION				FUTURE 2010 PROJECT CONDITION		
			TRAVEL TIME (SEC)	AVG. SPEED (MPH)	LOS	TRAVEL TIME (SEC)	AVG. SPEED (MPH)	LOS
1	NB Oakland Road From Hedding Street to Commercial Street	AM	101.5	13.4	E	78.6	17.3	D
		PM	98.6	13.8	E	80.3	16.9	D
	SB Oakland Road From Commercial Street to Hedding Street	AM	106.5	12.8	E	84.8	16.0	D
		PM	315.2	4.3	F	135.6	10.0	D
2	NB Oakland Road From Commercial Street to Schallenberger Road	AM	97.4	31.8	B	102.5	30.2	B
		PM	106.7	29.0	B	104.6	29.6	B
	SB Oakland Road From Schallenberger Road to Commercial Street	AM	158.7	19.5	D	115.7	26.8	C
		PM	290.2	10.7	F	122.8	25.2	C
3	NB Oakland Road From Schallenberger Road to Brokaw Road	AM	79.4	18.8	D	57.8	25.9	C
		PM	91.0	16.4	E	87.9	17.0	D
	SB Oakland Road From Brokaw Road to Schallenberger Road	AM	75.6	19.8	D	48.3	30.9	B
		PM	78.3	19.1	D	50.0	29.9	B
4	NB Oakland Road From Brokaw Road to Montague Expressway	AM	272.4	20.7	D	227.4	24.8	C
		PM	259.2	21.8	D	212.9	26.5	C
	SB Oakland Road From Montague Expressway to Brokaw Road	AM	287.0	20.6	D	232.1	25.5	C
		PM	1090.4	5.4	F	310.9	19.0	D

Some intersections along Oakland Road would experience increases in average delays, the majority of which would be small, when compared to the Future 2010 No Project Conditions. For example, average delay during the AM peak hour would increase at the Oakland Road/Montague Expressway intersection when Project Conditions are compared to No Project Conditions. This would be due to the added U-turn movements resulting from the proposed median on Oakland Road and the increase in traffic on Oakland Road. In no case would the increases in delay constitute a significant impact, based on the City's above-listed threshold of significance.

2010 "With Project" Roadway Segment Operations

When Oakland Road is widened to six lanes, some traffic that is now using alternative roadways is expected to use Oakland Road instead. Therefore, even though levels of service on Oakland Road would not show a substantial decrease at all intersections, traffic along other parallel routes is expected to improve significantly. This regional effect would be seen as an added benefit of the project. The following roadways are examples of this phenomenon:

Gish Road: Oakland Road currently serves as a major access route to U.S. Highway 101. Due to the limited existing capacity at the interchange and the existing bottleneck north of the interchange, southbound traffic on Oakland Road often experiences extended delays and long queues especially during the PM peak hour period. Because of these delays, a significant portion of traffic on southbound Oakland Road uses Gish Road and I-880 as a bypass to U.S. Highway 101. The proposed Oakland Road widening would streamline traffic flow in the region, thereby reducing overall traffic delays and travel times. This would significantly reduce the amount of traffic using the bypass at Gish Road, and would therefore improve overall traffic circulation in the region.

Ringwood Avenue: Ringwood Avenue is a 2-lane, 2-way local residential street running parallel with Oakland Road from Trade Zone Boulevard to Murphy Avenue. It serves as a by-pass route for commuters trying to get around the bottleneck on Oakland Road between Rock Avenue and McKay Drive. The by-pass traffic not only increases the congestion on Ringwood Avenue but also raises concerns among residents regarding speeding violations in the area. Reduction in travel times and delays on Oakland Road as a result of the proposed improvements would provide strong incentives for commuters to use Oakland Road instead of the by-pass route on Ringwood Avenue.

Travel times during Future 2010 Project Conditions would be lower at 15 of 16 directional segments of Oakland Road compared with Future 2010 No Project Conditions (see Table 14). These include substantial decreases in travel times on the southbound segments of Oakland Road during Future 2010 Project Conditions, especially during the PM peak period. All segments along Oakland Road would show LOS improvements to D or better as a result of the project, with the sole exception of Northbound Segment Two (LOS B for AM Peak), which would have a 5.1 second increase in travel time, but no change in LOS. Six peak-hour directional segments would operate at LOS D, six would operate at LOS C, and four would operate at LOS B during Future Project Conditions, as compared to three segments at LOS F, four segments at LOS E and seven segments at LOS D under No Project Conditions. Significant improvements are projected to occur on the following segments:

- NB Oakland Road from Hedding Street to Commercial Street (from LOS E to LOS D for AM Peak)
- SB Oakland Road from Commercial Street to Hedding Street (from LOS F to LOS D for PM Peak)
- SB Oakland Road from Schallenberger Road to Commercial Street (from LOS F to LOS C for PM Peak)
- SB Oakland Road from Brokaw Road to Schallenberger Road (from LOS D to LOS B for AM and PM Peak)

- SB Oakland Road from Montague Expressway to Brokaw Road (from LOS F to LOS D for PM Peak – a 779.5 second reduction)

The additional traffic lanes under the Future 2010 Project Conditions would help to accommodate the projected increase in traffic volumes, which are expected to occur on Oakland Road. The removal of the existing bottlenecks, as well as the reduction in cross-traffic would allow traffic to move at a more rapid and constant pace along Oakland Road. Therefore, the project would result in an overall beneficial impact on traffic and circulation in the project area.

Effect of Project on Accident Rates along Oakland Road

Based on the traffic accident data provided by the City of San Jose, the types and frequencies of accidents that occurred on Oakland Road from 1998 to 2002 were analyzed. The objective was to determine potential impacts by the proposed project on Oakland Road accident rates. Table 15 below shows the results of the traffic accident data analysis.

According to the results shown, accidents contributed by left-turns at mid-blocks account for 17.1 percent of all the accidents within the segment between Schallenberger Road and Commercial Street, and 12.1 percent of the total between Horning Street and Hedding Street. However, more than 40 percent of the moderate injuries were caused by improper or illegal left turns at the mid-blocks on those two segments.

TABLE 15. SUMMARY OF TRAFFIC ACCIDENT DATA ANALYSIS FOR OAKLAND ROAD (1998 TO 2002)

Roadway Segment		**Total**	**Fatalities**	**Major Injuries**	**Moderate Injuries**	**Minor Injuries**
Schallenberger Road To Commercial Street	ALL ACCIDENTS	275	0	1	19	82
	ACCIDENTS CAUSED BY LEFT TURNS AT MID-BLOCKS	47	0	0	9	15
	PERCENT	**17.1**	**0**	**0**	**47.4**	**18.3**
Horning Street To Hedding Street	ALL ACCIDENTS	116	0	0	5	31
	ACCIDENTS CAUSED BY LEFT TURNS AT MID-BLOCKS	14	0	0	2	5
	PERCENT	**12.1**	**0**	**0**	**40**	**16.1**

The proposed median on Oakland Road would effectively eliminate left turns at mid-blocks, which would therefore improve traffic safety by reducing the number of accidents and possible injuries resulting from these types of collisions. Even though the median would slightly increase travel times in some areas, the safety benefits gained from the proposed median would outweigh the minor delay inconvenience.

Pedestrian and Bicyclist Impacts

The proposed improvements would provide continuous concrete sidewalks and American's with Disabilities Act (ADA)-compliant wheelchair ramps for pedestrian access on both sides of Oakland Road. Also, the proposed landscaped median island will discourage pedestrians from crossing at mid-blocks thereby reducing accident rates associated with pedestrians. The proposed roadway cross-section would also include the addition of bike lane on both sides of Oakland Road. These improvements that are part of the project would result in beneficial impacts to pedestrian and bicycle safety, when compared to No Project Conditions.

4. Conclusion

- Upon completion of the proposed project, Oakland Road would have a uniform width of six lanes between Hedding Street and Montague Expressway. This would improve safety and operations by eliminating the existing merging associated with the varying width between two and four lanes. This would also improve the ability of Oakland Road to handle existing and projected traffic demand, especially during peak commute hours (Beneficial Impact).

- The project includes five new traffic signals on Oakland Road at the intersections with Charles Street, Wayne Avenue, Rock Avenue, Atterberry Lane, and Berger Drive. The traffic signals would improve safety and operations at these intersections, especially during commute hours when left turns are subject to delay (Beneficial Impact).

- The project would reduce traffic volumes on alternative routes where such volumes are higher than expected due to motorists bypassing congestion on Oakland Road (Beneficial Impact).

- Mid-block left turns will be eliminated by the project, which will prevent accidents caused by such movements (Beneficial Impact).

- The project will provide sidewalks and bike lanes along Oakland Road, which will improve pedestrian and bicycle safety (Beneficial Impact).

- The project will somewhat increase peak commute delays at several intersections along Oakland Road, but such increases will not exceed the City's threshold of significance (Less Than Significant Impact).

P. UTILITIES AND SERVICE SYSTEMS

1. Setting

The project site area is currently served by existing utility lines. There are existing storm drainage, sanitary sewer pipes, water lines, electric and gas lines, and telephone poles present along this portion of the Oakland Road alignment.

2. Environmental Checklist and Discussion

UTILITIES AND SERVICE SYSTEMS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒	☐	1
2) 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
3) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	☐	1
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒	☐	1
5) 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
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒	☐	1
7) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	☐	1

Discussion: The project does not propose the development of any land uses. The proposed roadway widening would not generate additional demand for utilities and services. Therefore, the proposed project would not necessitate any substantial new increases to existing utilities or service systems.

Some existing utility lines along Oakland Road would be relocated as part of the roadway widening, especially above-ground utilities. For instance, 35 power poles would be moved, as they are currently located in a future traffic lane. Additional utilities which are subject to relocation include six fire hydrants, four manholes, three electrical boxes, three high voltage vaults and a transformer, among others. None of the utility relocations would affect the project or utility service to the surrounding area. The utility relocations would not require right of way acquisition.

3. Conclusion

The project would not require any additional utilities or service systems. Project construction could result in temporary disruption to utility service in the immediate project area; however, this disturbance is not anticipated to be significant. (Less Than Significant Impact)

Q. MANDATORY FINDINGS OF SIGNIFICANCE						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐	☐	1, p. 11-93
2) 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, p. 11-93
3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☐	1, p. 11-93

V. CHECKLIST SOURCES

1. Professional judgment and expertise of environmental specialist preparing this assessment, based upon the CEQA Guidelines, field surveys of the intersection locations, discussions with technical experts, and a review of project plans.
2. California Department of Conservation, Santa Clara County Important Farmland 2000 Map, June 2001.
3. Bay Area Air Quality Management District CEQA Guidelines, 2001.
4. 2020 General Plan, City of San Jose.
5. Tree Survey, David J. Powers and Associates, Inc., January 2003.
6. Holman & Associates, Phase I Cultural Resources Study for the Oakland Road Widening Project, San Jose, California, December 2002.
7. Geomatrix Consultants, Inc., Evaluation of Liquefaction Potential In San Jose, California, May 1992.
8. Soil Conservation Society, Soils of Santa Clara County, June 1968.
9. Cooper, Clarke & Associates, City of San Jose's Sphere of Influence Geotechnical Investigation, July 1974.
10. California Division of Mines and Geology, Map Showing Recency of Faulting, San Francisco-San Jose Quadrangle, 1991.
11. U.S.G.S. Topographic Map, San Jose East Quadrangle.
12. Environmental Data Resources, Inc., EDR Radius Map with GeoCheck for Oakland Road, December 6, 2002.
13. Federal Emergency Management Agency, Flood Insurance Rate Maps for City of San Jose, California, August 17, 1988, Community Panel Numbers 060349 0009 G.
14. Federal Emergency Management Agency, Flood Insurance Rate Maps for City of San Jose, California, December 16, 1988, Community Panel Numbers 060349 0014 E, 060349 0019 E.
15. Illingworth & Rodkin, Noise Technical Report, Proposed Oakland Road Widening Project, June 26, 2003.
16. BKF Engineers, Traffic Impact Analysis Report, June 20, 2003.

VI. DETERMINATION

On the basis of this initial evaluation:

The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	____
Although the proposed project COULD have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on the previous pages have been added to the project. A NEGATIVE DECLARATION will be prepared.	X ____
The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	____
The proposed project is exempt from a requirement for environmental analysis as defined in the California Environmental Quality Act, and therefore, will not have a significant effect on the environment. A NOTICE OF EXEMPTION has been prepared.	____

VII. CONSULTANTS

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