

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

Address/Location: Edenvale Redevelopment Area

Permit/Project No.: PP00-107 Issuance Date: 07/27/00

Prepped By: SWALSH Closed By: sadvani RSN: 1172234

Category	Document Type	Sub Document Type
<input checked="" type="checkbox"/> (EF) Environmental Files (203)	<input checked="" type="checkbox"/> (PP) Public Project Files (203-03) <i>Final Supplemental EIR</i>	<input type="checkbox"/> (EN) EIR <input checked="" type="checkbox"/> (DA) Approved Document <input type="checkbox"/> (EM) Maps <input type="checkbox"/> (AE) Application <input type="checkbox"/> (AG) Agency Correspondence <input type="checkbox"/> (EG) General Correspondence <input type="checkbox"/> (TR) Technical Reports <input type="checkbox"/> (RE) Archaeological Reports <input type="checkbox"/> (EP) Plans
<input type="checkbox"/> (GP) General Plan (204)	<input type="checkbox"/> (GA) General Plan Amendments (204-02)	<input type="checkbox"/> (AM) Amendment <input type="checkbox"/> (AA) Application <input type="checkbox"/> (CG) Correspondence
	<input type="checkbox"/> (GE) Environmental Review (for 204 series GP Amendments)	<input type="checkbox"/> (GD) Approved Document <input type="checkbox"/> (GI) EIR <input type="checkbox"/> (GS) Supporting Documents <input type="checkbox"/> (GT) Technical Reports <input type="checkbox"/> (GR) Archaeological
<input type="checkbox"/> (DR) Development Review (207)	<input type="checkbox"/> (PR) Projects (207-02, 207-03, etc.)	<input type="checkbox"/> (ZN) Zoning <input type="checkbox"/> (PE) Permit <input type="checkbox"/> (MP) Maps <input type="checkbox"/> (AP) Application <input type="checkbox"/> (AC) Agency Correspondence <input type="checkbox"/> (GC) General Correspondence <input type="checkbox"/> (PL) Plans
	<input type="checkbox"/> (ER) Environmental Review (for 207 series Project Files)	<input type="checkbox"/> (EA) Approved Document <input type="checkbox"/> (EI) EIR <input type="checkbox"/> (ES) Supporting Documents <input type="checkbox"/> (ET) Technical Reports <input type="checkbox"/> (AR) Archaeological
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**FINAL
SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT**

for the

**EDENVALE
REDEVELOPMENT PROJECT**

PP00-107

CITY OF SAN JOSE

DECEMBER 2000

RESOLUTION NO. 70021

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN JOSE
MAKING CERTAIN FINDINGS CONCERNING MODIFICATIONS TO
THE EDENVALE REDEVELOPMENT PROJECT FOR WHICH AN
ENVIRONMENTAL IMPACT REPORT HAS BEEN PREPARED, AND
ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS IN
ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL
QUALITY ACT.**

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SAN JOSE:

WHEREAS, the Council has considered at a duly noticed public hearing proposed modifications to the Edenvale Redevelopment Project in San Jose. The proposed modifications include 1) the addition of 200,000 square feet of industrial development in New Edenvale, and 2) revision of the Area Development Policy to allow up to 5.0 million square feet of industrial development in New Edenvale to be constructed prior to completion of the interchange improvements at U.S. 101/Hellyer Avenue and U.S. 101/Blossom Hill Road; and

WHEREAS, prior to the consideration of this Resolution, the Planning Commission of the City of San Jose certified that the Final Environmental Impact Report ("FEIR") for the Edenvale Redevelopment Project ("Project") was completed in accordance with the requirements of the California Environmental Quality Act ("CEQA") and State and local guidelines on November 15, 2000; and

WHEREAS, CEQA requires that in connection with the approval of a project for which an EIR has been prepared which identifies one or more significant environmental effects, the decision-making agency must make certain findings regarding those effects;

NOW, THEREFORE, BE IT RESOLVED:

THAT THE CITY COUNCIL does hereby find as the decision-making body, it has independently reviewed and analyzed the FEIR and other information in the record and has considered the information contained therein including the written and oral comments received at the public hearings on the FEIR and on the Project, prior to acting upon or approving the Project, and has found that the FEIR represents the independent judgment of the City of San Jose as Lead Agency for the Project, and designates the Director of Planning, Building and Code Enforcement at his office at 801 North First Street, Room 400, San Jose, California 95110, as the custodian of documents and records of proceedings on which this decision is based; and

THAT THE CITY COUNCIL does hereby make the following findings with respect to the significant effects on the environment of Project, as identified in the FEIR:

I. FINDINGS OF SIGNIFICANT ENVIRONMENTAL IMPACT

A. TRAFFIC

1. **Impact:** The additional industrial development in Edenvale would not significantly increase traffic volumes. However, revision of the Area Development Policy to allow up to 5.0 million square feet of development prior to completion of the gateway improvements would result in significant, unavoidable interim traffic impacts at the intersections of U.S. 101/Silver Creek Valley Road, U.S. 101/Blossom Hill Road, and U.S. 101/Hellyer Avenue (west), and U.S. 101/Hellyer Avenue (east).
2. **Mitigation:** Development of the proposed gateway improvements, currently in preliminary design, would fully mitigate the intersection impacts. However, the interim impacts are considered unavoidable, and no mitigation is available.
3. **Finding:** This impact would be significant and unmitigable.

B. AIR QUALITY

1. **Impact:** The additional industrial development in Edenvale would not significantly increase carbon monoxide (CO) concentrations. However, potential buildout prior to completion of the gateway improvements could result in significantly elevated levels of CO at congested intersections.
2. **Mitigation:** Development of the proposed gateway improvements would fully mitigate the significant air quality impacts from CO; however, the interim impacts are considered unavoidable, and no mitigation is available.
3. **Finding:** This impact would be significant and unmitigable.

II. FINDINGS CONCERNING ALTERNATIVES

CEQA requires that an EIR identify alternatives to a project as proposed. The CEQA Guidelines specify that the EIR identify alternatives which "would feasibly attain most of the basic objectives of the Project, but would avoid or substantially lessen many of the significant effects of the Project." The significant unmitigated impacts identified for the Project are interim traffic and air quality impacts prior to completion of the gateway interchange improvements.

A. NO PROJECT ALTERNATIVE

1. **Description of Alternative:** The No Project Alternative consists of eliminating the proposed 200,000 square-foot increase in industrial development and leaving the text of the current Area Development Policy unchanged.
2. **Comparison to Project:** The No Project Alternative would restrict development to 2.4 million square feet prior to completion of the required transportation improvements, compared with the proposed 5.0 million square feet. This would reduce the interim traffic and air quality impacts associated with the Project. Although some interim traffic impacts would occur under this alternative, they would be less severe and occur over a shorter duration compared with the Project.
3. **Findings:** The No Project alternative would avoid the interim traffic and air quality impacts of the project. However, it would not meet any of the project's objectives to facilitate pending industrial development greater than 2.4 million square feet, in the Edenvale Redevelopment Area.

B. ELIMINATION OF AREA DEVELOPMENT POLICY ALTERNATIVE

1. **Description of Alternative:** This alternative consists of eliminating the Area Development Policy for New Edenvale. Under this alternative individual projects would be subject to the City's existing Level of Service Policy requiring a LOS D at intersections.
2. **Comparison to Project:** Without implementation of the Area Development Policy and associated improvements, the capacity of existing local intersections would be exceeded and development would be very limited. By limiting development, this alternative would avoid the significant interim traffic and air quality impacts, as well as the overall impacts of the Redevelopment Project (described in the June 2000 EIR).
3. **Findings:** This alternative would avoid the interim traffic and air quality impacts of the project, and reduce the overall impacts by limiting development of the Edenvale Redevelopment Area. This alternative would not meet any of the project's objectives to facilitate industrial development in the Edenvale Redevelopment Area or promote the City's economic development goals.

III. STATEMENT OF OVERRIDING CONSIDERATIONS

The City Council of the City of San Jose adopts and makes the following Statement of Overriding Considerations regarding the significant, unavoidable impacts of the Project and the anticipated benefits of the Project.

- A. **SIGNIFICANT UNAVOIDABLE IMPACTS:** With respect to the foregoing findings and in recognition of those facts which are included in the record, the City has determined that the Project would cause significant unavoidable interim traffic and air quality impacts, as disclosed in the FEIR for the Project. These impacts cannot be mitigated to a less than significant level by feasible changes or alterations to the Project.
- B. **BENEFITS OF THE PROJECT:** The City Council has considered the EIR, the public record of proceedings on the proposed Project and other written materials presented to the City, as well as oral and written testimony at all public hearings related to the Project, and does hereby determine that implementation of the Project as provided in the Project documents would result in substantial public benefits, as described below.

Modification to the Area Development Policy to allow up to 5.0 million square feet of industrial development in New Edenvale to be constructed prior to completion of the gateway interchange improvements will generate substantial employment and revenues for the City of San Jose. It will contribute to both direct and indirect job growth in the area, as well as provide for increased tax revenues to support the provision of City services for residents in the long term. The Project is consistent with the City's Economic Development Strategy and Economic Development Policies in the General Plan, which encourage more industrial growth in planned areas throughout the City to balance existing residential growth, thereby creating a more equitable jobs/housing balance. The Project is consistent with various General Plan industrial land use and economic development goals and policies, which promote the creation of a stronger municipal tax base by obtaining a greater share of the total industrial development in the County, and encourage economic development and employment opportunities by attracting businesses suited to the Project area.

- C. **OVERRIDING CONSIDERATIONS:** The City Council finds that the overriding considerations set forth above constitute separate and independent grounds for finding that the benefits of the Project outweigh its significant adverse environmental impacts and is an overriding consideration warranting approval of the Project.

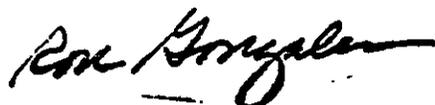
ADOPTED and issued this 21st day of November, 2000, by the following vote:

AYES: CHAVEZ, DANDO, DIAZ, DIQUISTO, FISCALINI,
LeZOTTE, POWERS, SHIRAKAWA, WOODY; GONZALES

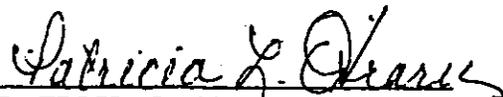
NOES: NONE

ABSENT: REED

ATTEST:



RON GONZALES, Mayor



PATRICIA L. O'HEARN,
City Clerk

SW:II/203-03

**FINAL
SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT
for the
EDENVALE REDEVELOPMENT PROJECT**

**City File #: PP00-07-107
State Clearinghouse #: 1996052098**

CITY OF SAN JOSE

December 2000

Printed on Recycled Paper



CITY OF SAN JOSÉ, CALIFORNIA

DEPARTMENT OF PLANNING, BUILDING AND CODE ENFORCEMENT
801 NORTH FIRST STREET
SAN JOSE, CALIFORNIA 95110-1795

JAMES R. DERRYBERRY
DIRECTOR

September 1, 2000

Ladies and Gentlemen:

SUBJECT: PP 00-07-107 Edenvale Redevelopment Project DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SCH1996052098)

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

Your comments regarding the significant environmental effects of this project and the adequacy of the DEIR are welcome. Written comments submitted to the Department of Planning, Building and Code Enforcement by **5:00 p.m., Monday, October 23, 2000**, will be included in the EIR and be considered by the Planning Commission at this Public Hearing. *If you make comments through a state or regional clearinghouse, please send a copy of your comments to the contact person listed below to insure prompt consideration.* If we receive no comments (nor a request for an extension of time) from you by the specified date, we will assume you have none to make.

Project Description and Location: DRAFT SUPPLEMENTAL IMPACT REPORT for the Edenvale Redevelopment Project--Policy Revision (PP 00-07-107). The project is the buildout of the Edenvale Redevelopment Area, which is projected to include the construction of approximately 8.08 million square feet of additional industrial uses. The New Edenvale Redevelopment Area will accommodate up to 5.0 million square feet of new industrial uses. The SEIR analyzes the impacts from the following specific actions: Revisions to the Edenvale Area Development Policy to: 1) increase the new development allowed in New Edenvale by 200,000 square feet, from 4.8 million square feet, to 5.0 million square feet, and 2) allow the buildout of the full 5.0 million square feet in New Edenvale to proceed ahead of funded transportation improvements.

Council District: 2

Tentative Hearing Date: To be determined

Contact Person: Susan Walton, Principal Planner
Department of Planning, Building and Code Enforcement
801 North First Street
San José, CA 95110-1795

Sincerely,

James R. Derryberry, Director
Department of Planning, Building and Code Enforcement

Attachment

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- B. Traffic Analysis
- C. Responses to Notice of Preparation
- D. First Amendment to the Draft SEIR

INTRODUCTION

AUTHORIZATION AND PURPOSE

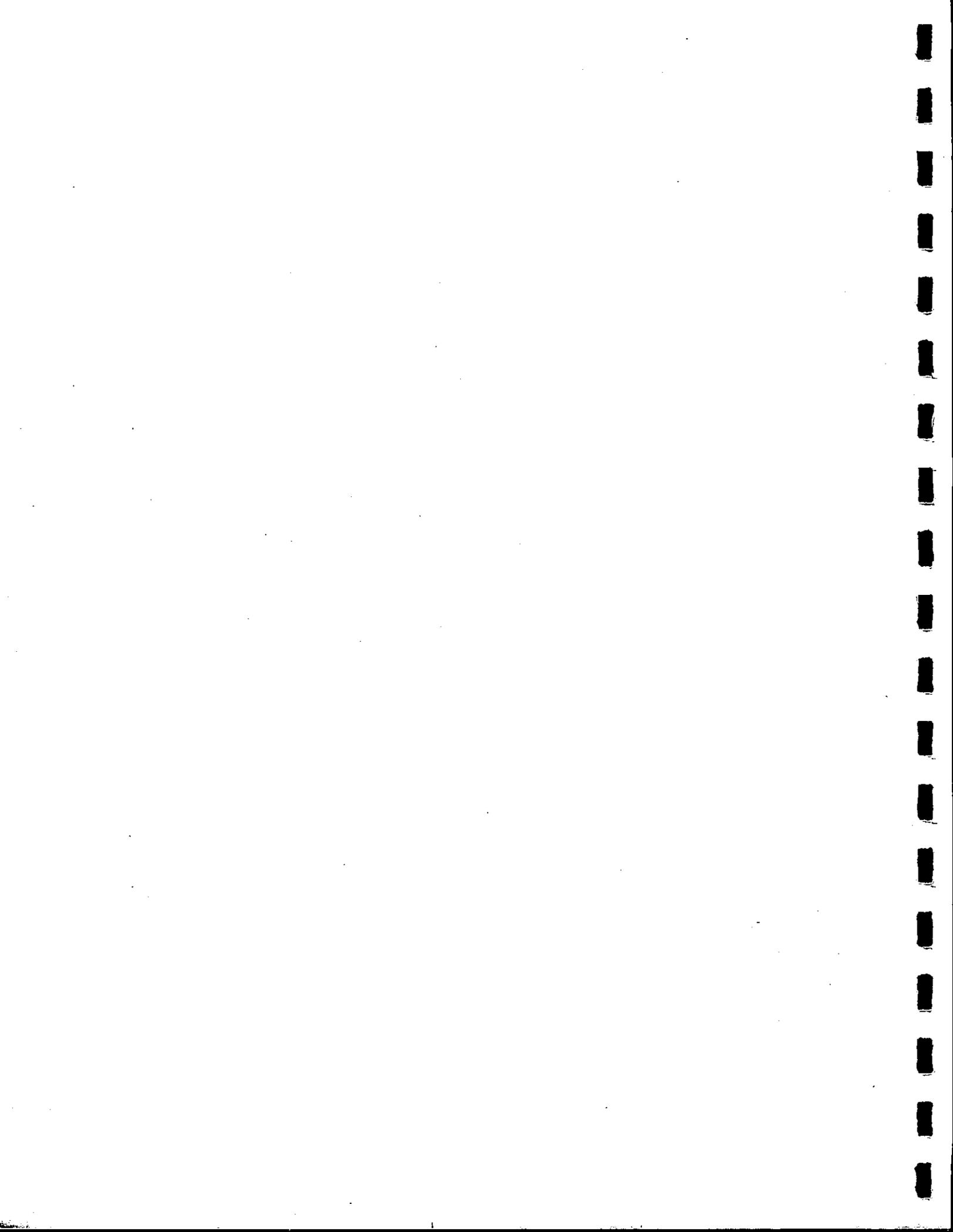
This document is a Supplemental Environmental Impact Report (SEIR) prepared in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. This EIR has been prepared by the City of San Jose as the "Lead Agency," in consultation with the appropriate local, regional and state agencies.

CEQA Guidelines require preparation of an EIR when a lead agency determines that there is evidence that a project may have a significant effect on the environment. The need to prepare a Supplemental EIR for the Edenvale Redevelopment Project was determined by the City to analyze revisions to the Area Development Policy for the Redevelopment Area addressed in the original EIR.

A Supplemental EIR is required when there is a change in the conditions analyzed in an EIR, after the EIR has been certified, but before all lead or responsible agency discretionary actions have been granted for the project. Supplemental EIRs are intended to augment a previously certified EIR to the extent necessary to address the change in conditions or impact analysis and to examine mitigation and project alternatives accordingly [Guidelines Sec. 15163].

The decision-making body must certify that it has reviewed and considered the information in the Supplemental EIR and that the EIR has been completed in conformity with the requirements of CEQA. This Draft Supplemental EIR will be circulated for agency and public review during a 45-day public review period prior to certification of the document by the lead agency. Comments received by the City on the Draft EIR will be addressed by the City in the Final Supplemental EIR.

Although an EIR does not control the lead agency's ultimate decision on a project, the City must consider the information in the EIR and respond to each significant effect identified. If significant adverse environmental effects are identified in the EIR, approval of project(s) addressed in the EIR must be accompanied by written findings.



EIR SUMMARY

SUMMARY DESCRIPTION OF THE PROPOSED PROJECT

This Supplemental EIR addresses proposed changes to the existing Edenvale Redevelopment Project. The Redevelopment Area comprises two sub-parts, referred to as Old and New Edenvale. Old Edenvale is bounded by Cottle Road, Santa Teresa Boulevard, Monterey Highway, and Bernal Road. New Edenvale is generally bounded by U.S. 101 and Coyote Creek, Hellyer Avenue, and Silicon Valley Boulevard. The Edenvale Redevelopment Project Area contains approximately 2,312 acres; 451 of these acres are currently vacant, or in residential or agricultural use.

An EIR was recently prepared for the Edenvale Redevelopment Project (June 2000), which addressed the impacts of developing 4.8 million square feet of industrial uses in New Edenvale, subject to certain development restrictions identified in a proposed Area Development Policy. The City of San Jose and Redevelopment Agency are currently proposing to: 1) increase the new industrial square footage in New Edenvale from 4.8 to 5.0 million square feet, and 2) relax the standards in the Area Development Policy to allow the development of up to 5.0 million square feet of industrial uses to occur prior to completion of the gateway transportation improvements (i.e., interchange improvements at U.S. 101/Hellyer Avenue and U.S. 101/Blossom Hill Road). The original project allowed the development of up to 2.4 million square feet of development prior to the gateway improvements, and an additional 2.4 million square feet at the completion of those improvements. Modifications to the Area Development Policy are proposed in response to certain critical milestones that have occurred since certification of the June EIR, as described in the Project Description of this EIR.

SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS AND MITIGATION

The following section summarizes the significant environmental impacts of the project. A detailed discussion of the environmental setting, impacts, and mitigation is provided in the main body of this Supplemental EIR.

ENVIRONMENTAL IMPACTS

MITIGATION MEASURES

TRAFFIC AND CIRCULATION

The additional industrial development in Edenvale would not significantly increase traffic volumes. However, revision of the Area Development Policy to allow up to 5.0 million square feet of development prior to completion of the gateway improvements would result in significant, unavoidable interim traffic impacts at the intersections of U.S. 101/Silver Creek Valley Road, U.S. 101/Blossom Hill Road, and U.S. 101/Hellyer Avenue (west), and U.S. 101/Hellyer Avenue (east). **Significant Impact**

Development of the proposed gateway improvements, currently in preliminary design, would fully mitigate the intersection impacts; however, the interim impacts are considered unavoidable. **Significant, Unavoidable Impact**

ENVIRONMENTAL IMPACTS

MITIGATION MEASURES

AIR QUALITY

The additional industrial development in Edenvale would not significantly increase carbon monoxide (CO) concentrations. However, potential buildout prior to completion of the gateway improvements could result in significantly elevated levels of CO at congested intersections. **Significant Impact**

Development of the proposed gateway improvements would fully mitigate the significant air quality impacts from CO; however, the interim impacts are considered unavoidable. **Significant, Unavoidable Impact**

ALTERNATIVES EVALUATED IN THIS EIR

The alternatives to the project that are analyzed in this Supplemental EIR are summarized below.

- **No Project:** The No Project Alternative consists of eliminating the proposed 200,000-square foot increase in industrial development from 4.8 to 5.0 million square feet, and leaving the text of the current Area Development Policy unchanged. This policy currently requires the implementation of intersection improvements prior to the construction of more than 2.4 million square feet of industrial development. Although it would avoid the significant interim traffic and air quality impacts, this alternative would not meet the project objectives to move industrial development forward prior to completion of the gateway improvements.
- **Elimination of Area Development Policy:** This alternative consists of eliminating the Edenvale Area Development Policy, so that individual projects in New Edenvale would be subject to the City's existing Level of Service Policy. This would reduce impacts, but severely restrict development in the Edenvale Redevelopment Area for the next four to five years.

Environmentally Superior Alternative

CEQA Guidelines require identification of an environmentally superior alternative to the proposed project that would minimize adverse impacts on the environment, while achieving the *basic* objectives of the project. The environmentally superior alternative would be the No Project Alternative, which would avoid exacerbation of interim impacts. In accordance with CEQA, an EIR must identify a second superior alternative when the environmentally preferable alternative is the No Project option. However, there are no alternatives available that would both meet the project objectives to move forward with development prior to construction of the interchange improvements and reduce the environmental impacts. Therefore, there is no second environmentally superior alternative.

PROJECT DESCRIPTION

SITE LOCATION

The project addressed in this Supplemental EIR is the Edenvale Redevelopment Project, located in southeast San Jose near the interchange of U.S. 101 and State Route 85 (refer to Figure 1). The Edenvale Redevelopment Project Area encompasses 2,312 acres, of which 451 acres are primarily vacant, agricultural, and residential land. The Project Area includes two sub-areas known as *Old* and *New Edenvale* (see Figure 2), and is further divided into four planning areas, identified as Areas 1 through 4 (refer to Figure 3).

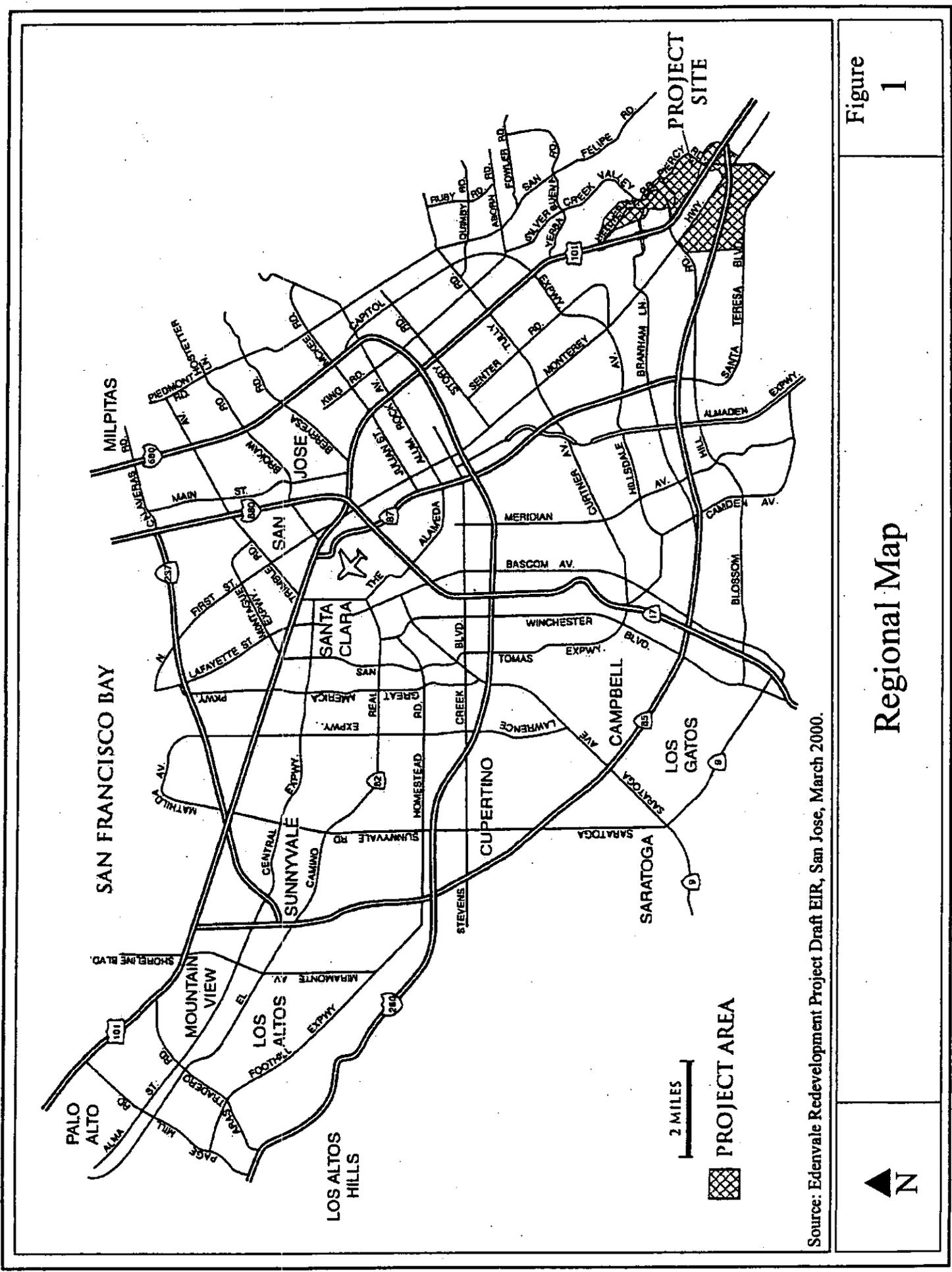
Old Edenvale is located south of Cottle Road, west of Santa Teresa Boulevard, north of Bernal Road, and east of Monterey Highway. New Edenvale is generally bounded by U.S. 101 and Coyote Creek to the west, Hellyer Avenue and the foothills to the northeast, and Silicon Valley Boulevard to the south (see Figure 2). The proposed changes to the Edenvale Redevelopment Project and Edenvale Area Development Policy addressed in this SEIR apply to New Edenvale.

PROJECT BACKGROUND

The City prepared and certified an EIR for the creation of the original Edenvale Redevelopment Project Area in 1976. In 1979, another EIR was prepared to address expansion of the Edenvale Redevelopment Project to include New Edenvale. A Supplemental EIR was prepared in 1996 to update the environmental analysis for the project to reflect current conditions and environmental regulations.

Since certification of the Final Supplemental EIR in 1996, new development has occurred in Edenvale and in the surrounding area, resulting in traffic congestion beyond that forecasted in previous studies. A Subsequent EIR was certified in June 2000, which re-evaluated traffic impacts and required public improvements. This EIR addressed the impacts of adopting an Area Development Policy for New Edenvale, as well as the formation of an improvement and community facilities district to finance local offsite traffic mitigations in Old Edenvale and the area south of Silver Creek Valley Road in New Edenvale.

The environmental analysis provided in the June EIR addresses the full impacts of buildout of the Edenvale Redevelopment Project, which allows up to 8.08 million square feet of industrial uses and associated infrastructure improvements. This Supplemental EIR focuses specifically on proposed changes to the Area Development Policy for New Edenvale.

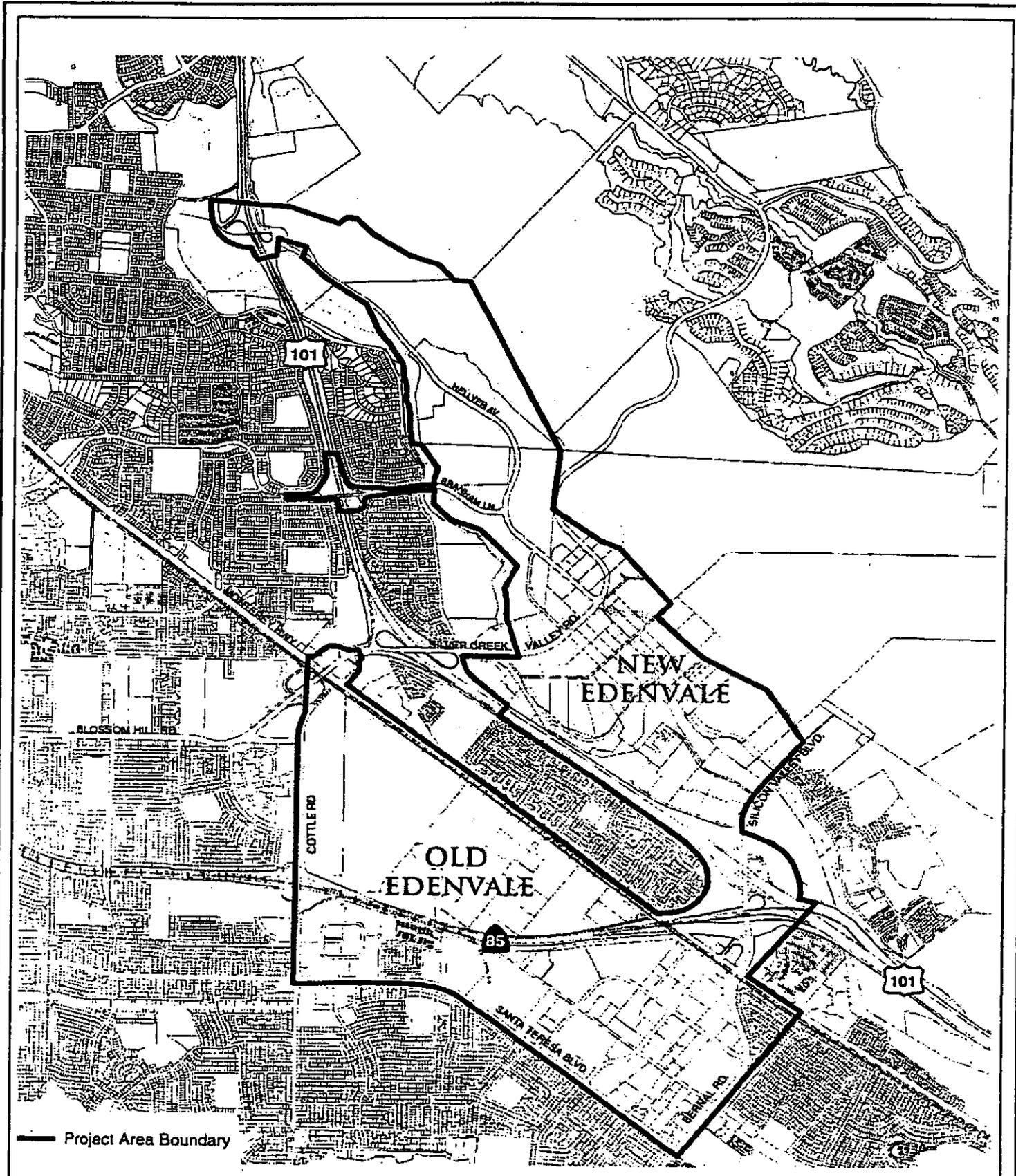


Source: Edenvale Redevelopment Project Draft EIR, San Jose, March 2000.

Regional Map

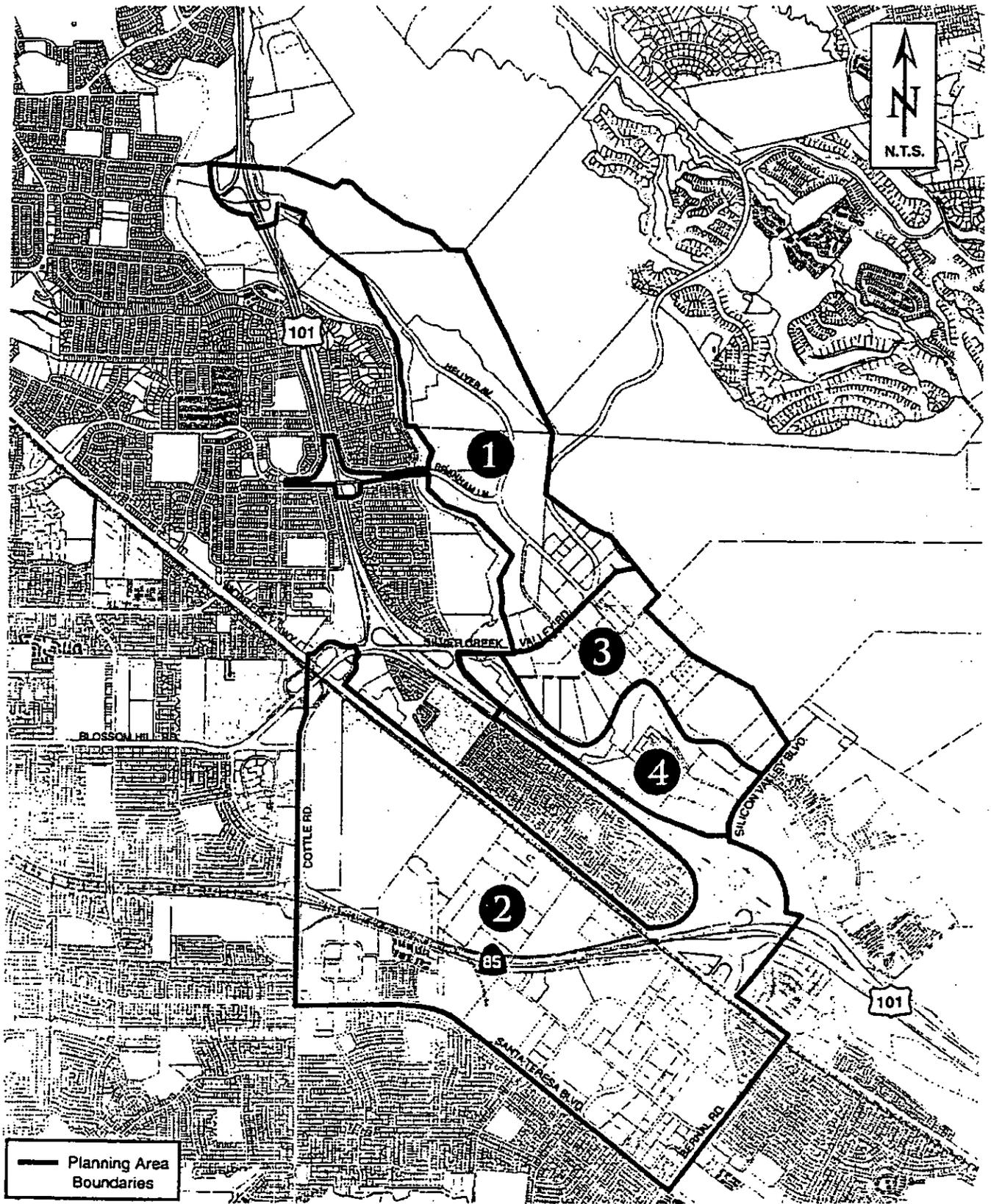
Figure 1





Source: Edenvale Redevelopment Project Draft EIR, San Jose, March 2000.

 N	<h1>Vicinity Map</h1>	Figure 2
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Source: Edenvale Redevelopment Project Draft EIR, San Jose, March 2000.

Edenvale Planning Areas

Figure
3

PROJECT DESCRIPTION

The proposed action addressed in this Supplemental EIR consists of the following revisions to the Edenvale Area Development Policy proposed by the City of San Jose and Redevelopment Agency:

- Buildout of New Edenvale to include 5.0 million square feet of industrial development. This represents an increase of 200,000 square feet (four percent) compared with the original 4.8 million originally approved.
- To allow up to 5.0 million square feet of industrial development in New Edenvale to be constructed prior to completion of the interchange improvements at U.S. 101/Hellyer Avenue and U.S. 101/Blossom Hill Road.

The existing Area Development Policy for the Edenvale Redevelopment Project sets forth specific actions that are required prior to specific levels of development. The proposed revisions would modify these development requirements to allow industrial development to be constructed prior to completion of all of the identified improvements. This modification is proposed in response to certain critical milestones that have occurred since certification of the June 2000 EIR. These are as follows:

1. A Cooperation Agreement has been approved between the Redevelopment Agency and the City which provides funding for the interchange improvements.
2. The Hellyer-Piercy improvement district south of Silvery Creek Valley Road has been approved by the property owners and construction of Hellyer Avenue extension is expected to begin in fall of 2000 and reach completion in August 2001.
3. Construction is currently in progress on the widening of the Silicon Valley Boulevard Bridge, and is expected to be completed in Spring 2001.
4. Project Study Reports (PSRs) are currently being prepared for the U.S. 101/Blossom Hill Road and U.S. 101/Hellyer Avenue interchanges. Completion of these improvements are scheduled for September 2003.

[Note: The transportation improvements described above are cumulatively referred to as the "gateway improvements" for the Edenvale area.]

The proposed revisions to the Area Development Policy would require that a new area-wide traffic study be performed for development beyond 5.0 million square feet. This study would address intensification of development in the Redevelopment Area and completion of all identified gateway improvements, local offsite mitigations, and infrastructure improvements south of Silver Creek Valley Road.

PROJECT OBJECTIVES

The objective of the project is to allow industrial development to move forward prior to completion of the gateway interchange improvements, in order to meet existing demand for industrial development in the Edenvale Redevelopment Project Area. This is proposed in light of critical milestones that have recently been met. In addition, the project proposes an incremental increase in allowable development to provide flexibility for existing users or secured tenants.

USES OF THE EIR

It is the intent of this Supplemental EIR to provide the City of San Jose and the general public with the relevant environmental information to use, in conjunction with the earlier June 2000 EIR, in considering the revisions to the Edenvale Area Development Policy. Additional environmental review may be required for projects in the Project Area under the following conditions:

- the project would have significant effects that were not examined in this EIR;
- subsequent changes have occurred relevant to the project conditions and its impacts;
- new information becomes available which shows that the effects previously examined in the SEIR will be substantially more severe than shown in the SEIR; new mitigation or alternatives are available that were not previously considered; or mitigation or alternatives found not to be feasible in the EIR are now feasible.

CONSISTENCY WITH ADOPTED PLANS AND POLICIES

The following section discusses the consistency of the proposed project with relevant plans and policies, in conformance with Section 15125(b) of the CEQA Guidelines.

Regional Plans and Policies

Santa Clara County Congestion Management Program

The Santa Clara Valley Transportation Authority (SCVTA) oversees the Santa Clara County Congestion Management Program (CMP), updated in July 1995. The relevant state legislation requires that all urbanized counties in California prepare a CMP in order to obtain each county's share of the increased gas tax revenues.

The Santa Clara County CMP includes subregional roadways within San Jose and Santa Clara that are identified as CMP road facilities. The CMP freeway facilities in the project vicinity that would be affected by traffic generated by the project are as follows: Interstate 280, State Route 87, and Interstate 880. Projects that cause segments to degrade to LOS F or create a 1% impact on freeways already operating at LOS F are considered by the CMP to be out of compliance with the program.

Consistency: A traffic analysis was prepared for the project to determine potential impacts of increasing development in New Edenvale and allowing development prior to completion of the gateway improvements which addresses impacts on CMP freeway facilities, in accordance with CMP criteria. As described in the **Traffic and Circulation** section of this EIR, buildout of Edenvale with or without the increase in square footage and gateway improvements would result in significant, unavoidable impacts to freeways, based on the thresholds development by the CMP. All impacts to CMP intersections would be mitigated with completion of the proposed gateway improvements. The project, therefore, would not be consistent with CMP policies.

Local Plans, Goals, and Policies

San Jose 2020 General Plan

The City of San Jose 2020 General Plan is an adopted statement of goals and policies for the future character and quality of development in the San Jose Sphere of Influence. A summary of the major strategies and policies that apply to the proposed project is presented below.

Land Use/Transportation Diagram

The San Jose 2020 General Plan land use/transportation diagram delineates the Edenvale Redevelopment Area for *Industrial Park* uses. The proposed actions would not result in any changes to the General Plan land use designations for the area.

General Plan Strategies, Goals, and Policies

Economic Development Strategy

The City of San Jose's Economic Development Strategy strives to make San Jose a more "balanced community" by encouraging a balance in the number of jobs and housing units in the City. The proposed revisions to the Edenvale Area Development Policy are intended to allow industrial development to be constructed prior to completion of identified gateway interchange improvements. Increased industrial development in Edenvale would increase jobs in the City and generate tax revenues in accordance with the goals of the City's Economic Development Strategy.

Balanced Community Policy #1: This policy states that the City should foster development patterns that will achieve a whole and complete community in San Jose and improve the balance between jobs and economic development with housing. Proposed revisions to the Edenvale Area Development Policy would increase opportunities for industrial growth, by relaxing the development triggers and slightly increasing the overall development cap. This would generate jobs near housing and encourage a better jobs/housing balance in the City.

Industrial Land Use Goal

One of the City's primary goals is to provide sufficient industrial land within the City, which facilitates reverse commuting patterns and promotes a balance of jobs/housing. Revisions to the Edenvale Redevelopment Project would be consistent with this goal.

Industrial Land Use Policy #1: This policy calls the provision of appropriate measures in new industrial development to minimize negative impacts on nearby land uses. The revised project would prolong interim traffic impacts at intersections and potentially increase carbon monoxide levels at congested intersections; however, these impacts would be fully mitigated upon completion of the interchange improvements.

Industrial Land Use Policy #2: This policy encourages the development of new industrial areas and redevelopment of existing industrial areas at locations that support efficient commute patterns. The revised project would be consistent with this policy, since industrial uses would be located near residential areas.

Economic Development Goals

The City's Economic Development Goals encourage 1) the creation of more job opportunities for existing residents, 2) expansion of industrial and commercial development within the City, and 3) development through programs, including the provision of capital improvements.

Proposed revisions to the Edenvale Area Development Policy are intended to allow industrial development to move forward at a faster pace in order to meet current demand for industrial land. This would improve the jobs/housing imbalance and increase the City's tax base accordingly. The revised project would not change ultimate funding and completion of proposed facility improvements.

Traffic Level of Service Goals

The City has established a level of service policy calling for level of service D at City intersections. The Edenvale Area Development Policy allows for special traffic standards for the project area. Revisions to this policy would prolong significant, interim traffic impacts at intersections by allowing up to 5.0 million square feet of industrial development to occur prior to completion of identified transportation improvements. However, this approach is acceptable with implementation of the Area Development Policy, in accordance with City requirements.

Overall, the project is consistent with the relevant goals and policies of the San Jose 2020 General Plan.

ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

INTRODUCTION

The following section describes the environmental setting, impacts, and mitigation measures for potential areas of impact associated with the proposed project. The June 2000 EIR addressed the environmental impacts of full buildout of the Edenvale Redevelopment Project. In accordance with CEQA, this Supplemental EIR only provides analysis necessary to make the former EIR adequate for the project as revised. Therefore, this Supplemental EIR focuses only on those areas affected by the proposed revisions to the Area Development Policy and incremental increase in development. The issues anticipated to be affected by these changes are traffic and air quality, described below.

Regional Setting

The City of San Jose is located in central Santa Clara County, in the southern portion of the San Francisco Bay Area. San Jose is the largest city in the Bay Area, and is surrounded by numerous smaller cities, in addition to unincorporated portions of the County. The majority of the valley floor within San Jose has been developed with urban uses.

The Edenvale Redevelopment Project Area is located in south San Jose, on either side of U.S. 101, near its interchange with S.R. 85 (refer to Figure 1). It is sub-divided into two areas referred to as Old and New Edenvale. Old Edenvale generally lies to the west of U.S. 101, while New Edenvale is located to the east of the highway (refer to Figure 2). Edenvale is one of several redevelopment areas located within San Jose.

Existing Land Uses

The Edenvale Redevelopment Project is an existing redevelopment area, consisting primarily of land designated in the City's General Plan for *Industrial Park* uses. This land has been earmarked for industrial uses in the General Plan for over 20 years.

Existing development in the 2,312 acre Edenvale Redevelopment Area consists of a mix of open space, industrial, residential, and rural/agricultural uses. Old Edenvale is more developed, while New Edenvale is still predominantly rural, with some minor industrial and agricultural uses. The Edenvale Redevelopment Area is surrounded primarily by residential neighborhoods, industrial uses, and non-urban hillsides (to the east). Union Pacific Railroad tracks are located along Monterey Highway, between New Edenvale and Old Edenvale. Coyote Creek and Coyote Creek Regional Park are located east of Monterey Highway. Major transportation facilities in the area are described in the *Traffic and Circulation* section below.

TRAFFIC AND CIRCULATION

Environmental Setting

Existing Roadway Network

U.S. Highway 101 (U.S. 101) is an eight lane regional freeway located east of the project area which provides regional access throughout California, connecting San Jose with San Francisco. Access to the project area is provided via an interchange at Bernal Road/Silicon Valley Boulevard and Blossom Hill/Silver Creek Valley Boulevard.

State Route 85 (S.R. 85) is a predominantly north-south freeway that is oriented in an east-west direction in the vicinity of the project. It extends from Mountain View to south San Jose, terminating at U.S. 101. S.R. 85 is six lanes wide, operating with four mixed-flow lanes and two HOV lanes. It connects to I-280, S.R. 17, S.R. 87, and U.S. 101.

Monterey Highway (S.R. 82) is a north-south highway extending from downtown San Jose to Gilroy. It is six lanes wide north of Blossom Hill Road and four lanes wide south of Blossom Hill Road. Monterey Highway provides access to the project area via interchanges at Blossom Hill Road and Bernal Road.

Hellyer Avenue is a four-lane divided arterial that connects U.S. 101 to Silver Creek Valley Road, where it currently terminates. Hellyer Avenue is planned to be extended south to Silicon Valley Boulevard.

Silicon Valley Boulevard/Bernal Road is a six lane divided arterial extending from Santa Teresa Boulevard to U.S. 101. East of U.S. 101, Bernal Road becomes Silicon Valley Boulevard. Silicon Valley Boulevard is four lanes wide from U.S. 101 to Eden Park Place and continues as a two-lane road across Coyote Creek and connects to Piercy Road via Tennant Avenue. Bernal Road has interchanges at both S.R. 85 and U.S. 101 and Silicon Valley Boulevard has an interchange at U.S. 101.

Blossom Hill Road/Silver Creek Valley Road is a divided four-to-six lane, east-west arterial that extends from its interchange with U.S. 101 west into Los Gatos. East of U.S. 101, Blossom Hill Road becomes Silver Creek Valley Road. Blossom Hill Road/Silver Creek Valley Road has a full interchange at U.S. 101 that provides access to the Project Area. Within the project area, Silver Creek Valley Road is four lanes wide.

Cottle Road is a six-lane, north-south arterial that connects Blossom Hill Road to S.R. 85 and Santa Teresa Boulevard. Cottle Road is provided with a full interchange at S.R. 85.

Piercy Road is a two-lane unimproved road that begins at Silver Creek Valley Road and meanders eastward, southward, and finally westward where it becomes Tennant Avenue and intersects Basking Ridge Avenue. West of Basking Ridge, the road becomes Silicon Valley Boulevard.

Impacts and Mitigation Measures

Standards of Significance: For this project, an adverse traffic impact is considered significant if the proposed action would:

- cause the level of service at an intersection to drop from LOS D or better under background conditions to LOS E or F under project conditions, or cause the critical movement delay at an intersection operating at LOS E or F under background conditions to increase by four or more seconds *and* the demand-to-capacity ratio (V/C) to increase by 0.01 or more with the addition of project traffic, pursuant to City of San Jose level of service policy; or
- cause a freeway segment to operate at a level of service F or contribute traffic of 1% of the segment capacity to a freeway already operating at LOS F; or
- substantially increase traffic hazards.

The City's General Plan identifies a minimum overall level of service (LOS) on City streets during peak travel periods as LOS D. New development is required to provide mitigation to maintain level of service D at impacted intersections. The General Plan also acknowledges that adherence to this policy may not be possible in some situations, and allows for the adoption of an "area development policy" to establish a localized standard and appropriate mitigation for a specific geographic area.

The Edenvale Area Development Policy exempts specific intersections located within the Edenvale Redevelopment Project Area from the City's level of service policy. This relaxation of the level of service standard is in effect only for the interim period during which the gateway improvements are designed and constructed. The length of time that traffic is below acceptable levels depends on the rate at which industrial projects are developed.

The City of San Jose and Redevelopment Agency propose 1) to increase industrial square footage in Edenvale from 4.8 to 5.0 million square feet, and 2) relax the standards in the Edenvale Area Development Policy to allow the development of up to 5.0 million square feet of industrial uses prior to completion of the gateway transportation improvements. The current Area Development Policy would permit only 2.4 million square feet of development prior to completion of the improvements. Specifically, these consist of the interchange improvements at U.S. 101/Hellyer Avenue and U.S. 101/Blossom Hill Road. The traffic effects of the proposed actions are addressed below.

Intersection Impacts

The June 2000 EIR addressed the traffic impacts resulting from buildout of the Edenvale Redevelopment Project at 42 existing or planned signalized intersections. The operating conditions of the intersections were evaluated with level of service calculations. This analysis considered the traffic impacts from development of Edenvale with the gateway interchange improvements in place, as well as during the interim while the gateway improvements are being constructed.

The results of the previous traffic analysis indicated that the development of 4.8 million square feet of industrial uses with the gateway transportation improvements would not result in a significant traffic impact to intersections.¹ However, during the interim before the gateway improvements are complete, the traffic analysis concluded that development of 2.4 million square feet (or more) of industrial development would result in significant, unavoidable traffic impacts at two intersections, as follows: U.S. 101/Silver Creek Valley Road during the AM and PM peak hours, and U.S. 101/Blossom Hill Road during the AM peak hour.

The proposed revisions to the Edenvale Area Development Policy are addressed in traffic analyses prepared by Hexagon Transportation Consultants, Inc. (refer to Appendix B). The new traffic studies consider the potential traffic impacts from 1) the increase in development in Edenvale by 200,000 square feet (from 4.8 to 5.0 million square feet), and 2) revision of the Area Development Policy to allow development of up to 5.0 million square feet of industrial uses to occur before completion of the gateway improvements.

Level of service calculations were performed at the 42 study intersections to determine the traffic impacts from increasing industrial development by 200,000 square feet (see Table 1). Based on trip generation rates used in the June 2000 EIR, the 200,000 square feet of new industrial development would add 1,600 daily trips, 256 AM peak hour trips, and 224 PM peak hour trips. Comparison with the June 2000 analysis indicates that the increase in development from 4.8 to 5.0 million square feet would not change the levels of service at the study intersections with the gateway improvements in place (see Table 1). The gateway improvements are scheduled for completion in 2003. The proposed increase in development, therefore, would not result in significant traffic impacts.

Interim traffic impacts would occur from proposed revision to the Edenvale Area Development Policy, by allowing up to 5.0 million square feet of development to occur prior to completion of the gateway improvements. The traffic analysis in the June 2000 EIR analyzed the interim traffic impacts that would result if 2.4 million square feet of industrial uses were constructed prior to full completion of the gateway improvements. This analysis concluded that the development of 2.4 million square feet of development would result in significant, unavoidable impacts at the following intersections: U.S. 101/Silver Creek Valley Road and U.S. 101/Blossom Hill Road.

¹This analysis assumes completion of a variety of transportation improvements, identified in the project description.

Table 1
Intersection Levels of Service With Gateway Improvements
With 200,000 Square Feet of Additional Development

Intersection	Peak Hour	Count Date	Existing			Background			Project (4.8 msf: Areas 1 & 3)				Project (5.0 msf: Areas 1 & 3)			
			Ave Delay	LOS	Incr In Crit Delay	Ave Delay	LOS	Incr In Crit Delay	Ave Delay	LOS	Incr In Crit Delay	Ave Delay	LOS	Incr In Crit Delay	Ave Delay	LOS
Hellyer Ave and Silver Creek Valley Road ¹	AM	03/23/99	11.6	B	49.7	E	38.3	D	-18.0	0.046	39.8	D	-15.7	0.057		
	PM	03/23/99	7.2	B	17.3	C	25.3	D	10.5	0.196	25.4	D	10.6	0.200		
SR 85 and Bernal Road ^{1*}	AM	09/09/98	14.3	B	15.7	C	26.8	D	15.1	0.341	27.8	D	16.7	0.351		
	PM	09/09/98	24.9	C	16.2	D	36.8	D	32.1	0.370	38.2	D	34.3	0.377		
Cottle Road and SR 85 (N)*	AM	09/09/98	9.9	B	9.8	B	10.0	B	-2.5	-0.058	10.0	B	-2.5	-0.057		
	PM	09/08/98	12.3	B	46.7	E	13.7	B	-56.8	-0.453	13.7	B	-56.7	-0.450		
Cottle Road and SR 85 (S) ^{1*}	AM	09/08/98	20.7	C	20.5	C	22.1	C	1.5	0.131	22.3	C	1.7	0.141		
	PM	09/08/98	23.5	C	25.0	D	23.9	C	-1.9	-0.015	23.9	C	-1.9	-0.015		
US 101 and Bernal Road*	AM	09/10/98	10.9	V	12.9	B	27.7	D	28.8	0.141	29.0	D	31.1	0.147		
	PM	09/10/98	8.3	B	7.5	B	8.4	B	1.7	0.169	9.4	B	1.7	0.171		
US 101 and Silver Creek Valley Road ^{1*}	AM	10/28/97	34.0	D	144.8	F	97.4	F	-119.9	-0.154	88.4	F	-104.9	-0.128		
	PM	11/17/98	27.9	D	126.9	F	123.8	F	-15.6	-0.012	103.0	F	-42.0	-0.047		
US 101 and Blossom Hill Road (W)*	AM	09/10/98	17.7	C	17.1	C	27.3	D	11.7	0.097	28.0	D	12.5	0.100		
	PM	09/10/98	14.1	B	13.6	B	16.4	C	2.2	0.152	17.1	C	2.9	0.166		
Monterey Road and Bernal Road (E)*	AM	09/29/98	12.1	B	11.1	B	10.9	B	-0.2	0.275	10.9	B	-0.2	0.276		
	PM	09/29/98	13.8	B	13.2	B	15.2	C	2.0	0.279	15.3	C	2.0	0.281		
Monterey Road and Bernal Road (N)*	AM	09/29/98	20.7	C	22.2	C	27.7	D	22.0	0.203	27.8	D	22.0	0.204		
	PM	09/29/98	21.6	C	29.9	D	39.2	D	13.7	0.086	39.4	D	14.0	0.087		

Table 1
Intersection Levels of Service With Gateway Improvements
With 200,000 Square Feet of Additional Development

Intersection	Peak Hour	Count Date	Existing			Background			Project (4.8 msf: Areas 1 & 3)				Project (5.0 msf: Areas 1 & 3)			
			Ave Delay	LOS	Ave Delay	LOS	Ave Delay	Incr In Crit Delay	LOS	Incr In Crit Delay	Ave Delay	LOS	Incr In Crit Delay	Ave Delay	LOS	Incr In Crit V/C
Monterey Road and Bernal Road (S)*	AM	09/29/98	5.6	B	5.3	B	6.2	B	1.8	0.084	6.3	B	1.9	0.086		
	PM	09/29/98	3.2	A	3.1	A	3.2	A	0.0	0.005	3.2	A	0.0	0.005		
Santa Teresa Boulevard and Bernal Road*	AM	07/13/99	21.8	C	24.5	C	27.0	D	8.2	0.046	27.0	D	8.3	0.050		
	PM	09/29/98	27.4	D	25.8	D	36.6	D	18.8	0.193	36.9	D	19.4	0.196		
Monterey Road and Blossom Hill Road (N)*	AM	09/29/98	4.6	A	5.1	B	5.8	B	0.9	0.097	5.9	B	1.0	0.100		
	PM	09/29/98	11.5	B	11.6	B	12.6	B	1.7	0.091	12.7	B	1.9	0.092		
Monterey Road and Blossom Hill Road (S)*	AM	09/29/98	21.7	C	45.3	E	23.6	C	-35.1	-0.162	23.8	C	-34.9	-0.160		
	PM	09/29/98	18.7	C	28.3	D	19.3	C	-15.2	-0.161	19.3	C	-15.2	-0.160		
Cottle Road and Santa Teresa Boulevard*	AM	09/29/98	28.9	D	28.2	D	28.8	D	0.7	0.120	28.8	D	0.8	0.121		
	PM	09/29/98	27.9	D	31.7	D	35.5	D	4.8	0.120	35.9	D	5.7	0.129		
San Ignacio Avenue and Bernal Road	AM	05/25/99	21.9	C	16.2	C	24.3	C	29.4	0.301	24.2	C	29.4	0.301		
	PM	05/25/99	24.3	C	25.5	D	39.7	D	20.9	0.332	39.7	D	21.0	0.332		
Beswick Drive and Blossom Hill Road	AM	05/25/99	14.1	B	13.9	B	14.4	B	0.6	0.084	14.5	B	0.6	0.089		
	PM	05/25/99	15.5	C	14.3	B	15.3	C	2.1	0.176	15.3	C	2.2	0.185		
Cottle Road and Beswick Drive ¹	AM	03/02/99	12.9	B	14.9	B	15.2	C	-1.0	-0.011	15.2	C	-1.1	-0.014		
	PM	06/19/98	20.5	C	19.4	C	21.4	C	3.9	0.216	21.6	C	4.3	0.229		
Poughkeepsie Road and Blossom Hill Road	AM	12/17/98	6.9	B	8.6	B	22.5	C	15.0	0.375	24.0	C	17.0	0.400		
	PM	07/20/99	9.7	B	9.9	B	17.7	C	9.3	0.305	17.9	C	9.5	0.312		

Table 1
Intersection Levels of Service With Gateway Improvements
With 200,000 Square Feet of Additional Development

Intersection	Peak Hour	Count Date	Existing		Background			Project (4.8 msf: Areas 1 & 3)				Project (5.0 msf: Areas 1 & 3)			
			Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Incr In Crit Delay	Incr In Crit V/C	Ave Delay	LOS	Incr In Crit Delay	Incr In Crit V/C	
Cottle Road and Concord Drive	AM	07/21/99	17.8	C	16.5	C	17.3	C	1.1	0.022	17.4	C	1.2	0.026	
	PM	07/21/99	27.6	D	23.5	C	27.5	D	4.0	0.131	27.9	D	4.5	0.141	
Cottle Road and Poughkeepsie Road	AM	07/20/99	15.5	C	15.2	C	19.2	C	4.8	0.272	19.0	C	4.5	0.240	
	PM	07/20/99	24.4	C	24.1	C	25.0	D	2.6	0.095	27.2	D	2.8	0.104	
Great Oaks Boulevard and San Ignacio Avenue	AM	05/12/99	18.9	C	19.7	C	33.3	D	17.4	0.442	33.3	D	17.4	0.442	
	PM	05/12/99	24.1	C	25.2	D	23.6	C	-0.2	0.007	23.6	C	-2.0	0.007	
Santa Teresa Boulevard and Great Oaks Boulevard	AM	03/02/99	16.1	C	10.8	B	11.4	B	1.4	0.068	11.5	B	1.5	0.070	
	PM	04/06/99	11.6	B	10.8	B	11.3	B	0.8	0.046	11.4	B	0.8	0.047	
San Teresa Boulevard and San Ignacio Avenue	AM	03/02/99	22.9	C	15.3	C	16.7	C	15.6	0.262	16.7	C	15.7	0.263	
	PM	04/29/99	13.6	B	10.9	B	20.7	C	14.5	0.291	20.7	C	14.5	0.291	
Santa Teresa Boulevard and Martinvale Lane	AM	04/14/99	14.6	B	8.1	B	10.2	B	0.2	0.036	7.8	B	-0.3	0.048	
	PM	04/14/99	97	b	6.6	B	7.6	B	0.4	0.032	7.3	B	0.1	0.036	
Via Del Oro and Bernal Road	AM	04/27/99	14.4	B	13.7	B	19.6	C	17.4	0.048	19.6	C	17.5	0.408	
	PM	04/27/99	20.9	C	15.9	C	27.1	D	13.7	0.356	27.1	D	13.7	0.357	
US 101 and Hellyer Avenue (W)	AM	02/10/98	--	--	--	--	18.3	C	--	--	18.8	C	--	--	
	PM	02/10/98	--	--	--	--	12.9	B	--	--	12.8	B	--	--	
US 101 and Hellyer Avenue (E)	AM	02/10/98	--	--	--	--	20.5	C	--	--	21.0	C	--	--	
	PM	02/10/98	--	--	--	--	31.1	D	--	--	34.4	D	--	--	

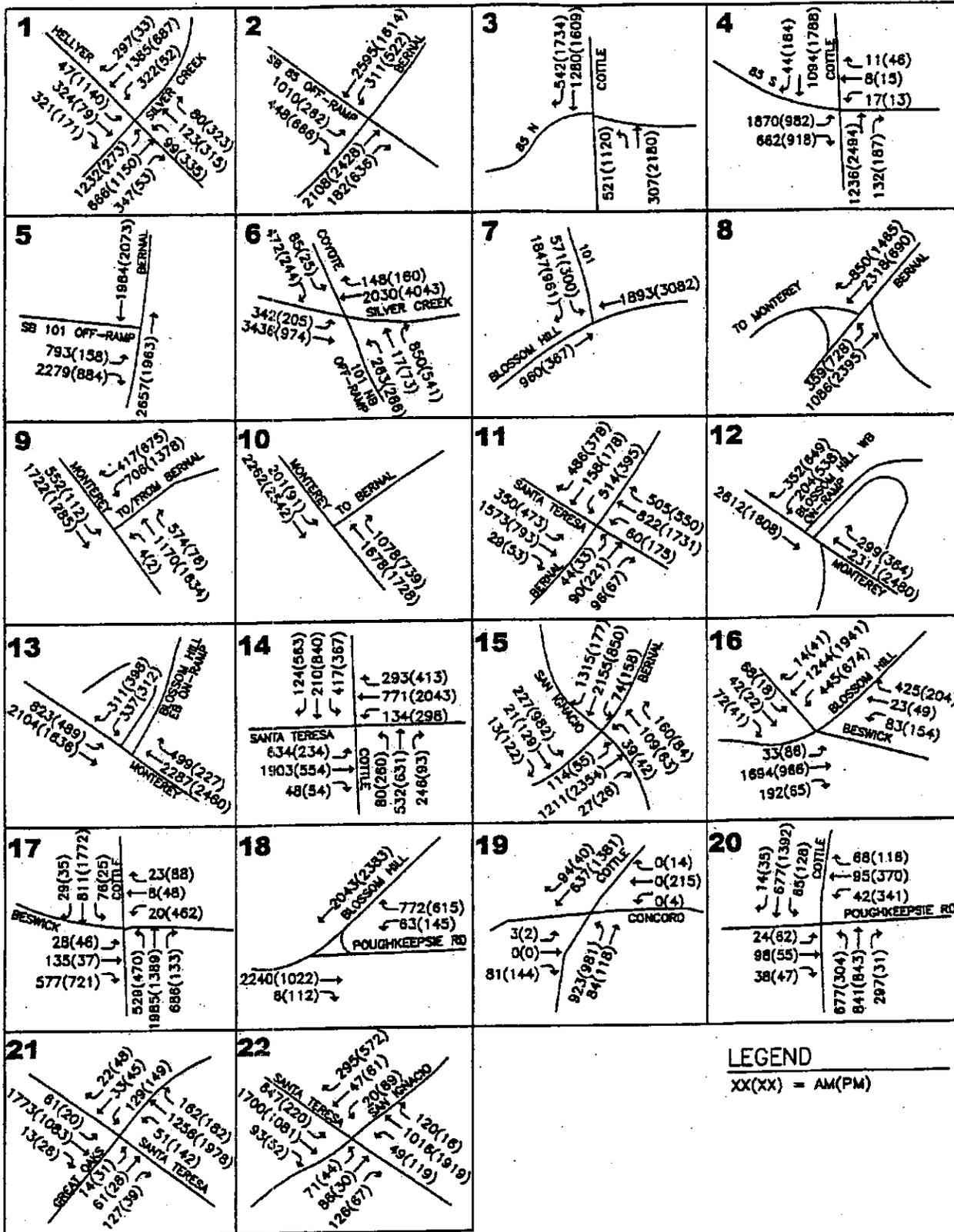
Table 1
Intersection Levels of Service With Gateway Improvements
With 200,000 Square Feet of Additional Development

Intersection	Peak Hour	Count Date	Existing		Background		Project (4.8 msf: Areas 1 & 3)				Project (5.0 msf: Areas 1 & 3)			
			Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Incr in Crit Delay	Incr in Crit V/C	Ave Delay	LOS	Incr in Crit Delay	Incr in Crit V/C
Hellyer Avenue and Branham Lane	AM	03/11/97	--	--	--	--	12.3	B	--	--	12.4	B	--	--
	PM	03/11/98	--	--	--	--	16.0	C	--	--	16.0	C	--	--
Hellyer Avenue and Fontanoso Way	AM	03/13/97	--	--	--	--	14.5	B	--	--	14.8	B	--	--
	PM	03/13/97	--	--	--	--	11.3	B	--	--	12.1	B	--	--
Fontanoso Way and Silver Creek Valley Road	AM	03/30/99	--	--	--	--	17.2	C	--	--	17.6	C	--	--
	PM	03/30/99	--	--	--	--	16.7	C	--	--	17.2	C	--	--
Piercy Road and Silver Creek Valley Road	AM	03/23/99	--	--	--	--	10.6	B	--	--	12.5	B	--	--
	PM	03/23/99	--	--	--	--	13.5	B	--	--	14.1	B	--	--
NB 101 and Silicon Valley Boulevard	AM	03/24/99	--	--	--	--	19.3	C	--	--	19.9	C	--	--
	PM	03/24/99	--	--	--	--	7.7	B	--	--	7.9	B	--	--
Eden Park Place and Silicon Valley Boulevard	AM	03/25/99	--	--	--	--	25.0	D	--	--	26.3	D	--	--
	PM	03/25/99	--	--	--	--	22.8	C	--	--	23.2	C	--	--
Basking Ridge and Silicon Valley Boulevard	AM	03/31/99	--	--	--	--	39.8	D	--	--	39.3	D	--	--
	PM	03/31/99	--	--	--	--	20.7	C	--	--	21.3	C	--	--
Great Oaks Boulevard and SR 85 (N)	AM	12/09/97	--	--	--	--	4.2	A	--	--	4.2	A	--	--
	PM	12/09/97	--	--	--	--	36.2	D	--	--	36.2	D	--	--
Great Oaks Boulevard and SR 85 (S)	AM	12/09/97	--	--	--	--	9.9	B	--	--	9.9	B	--	--
	PM	12/09/97	--	--	--	--	2.7	A	--	--	2.7	A	--	--

Table 1
Intersection Levels of Service With Gateway Improvements
With 200,000 Square Feet of Additional Development

Intersection	Peak Hour	Count Date	Existing			Background			Project (4.8 msf: Areas 1 & 3)			Project (5.0 msf: Areas 1 & 3)		
			Ave Delay	LOS	Incr In Crit Delay	Ave Delay	LOS	Incr In Crit Delay	Ave Delay	LOS	Incr In Crit Delay	Ave Delay	LOS	Incr In Crit V/C
Encinal Drive and Santa Teresa Boulevard	AM	06/16/99	--	--	--	--	B	--	9.6	B	--	9.6	B	--
	PM	06/17/99	--	--	--	--	B	--	10.5	B	--	10.5	B	--
Realm Drive and Bernal Road	AM	06/17/99	--	--	--	--	B	--	12.5	B	--	12.5	B	--
	PM	06/17/99	--	--	--	--	C	--	16.0	C	--	15.9	C	--
Monterey Road and Monterey Circle	AM	06/16/99	--	--	--	--	D	--	38.0	D	--	38.7	D	--
	PM	06/22/99	--	--	--	--	B	--	9.8	B	--	9.9	B	--
San Ignacio Avenue and Via Del Oro	AM	05/11/99	--	--	--	--	D	--	29.8	D	--	29.8	D	--
	PM	05/11/99	--	--	--	--	D	--	26.4	D	--	26.4	D	--
Great Oaks Boulevard and Via Die Oro	AM	05/13/99	--	--	--	--	D	--	30.9	D	--	30.9	D	--
	PM	05/13/99	--	--	--	--	D	--	38.2	D	--	38.2	D	--
Hellyer Extension and Piercy Road	AM	--	--	--	--	--	C	--	19.6	C	--	19.7	C	--
	PM	--	--	--	--	--	C	--	18.6	C	--	18.7	C	--

* Denotes CMP intersection.
† Background and project conditions include planned improvements.



LEGEND

XX(X) = AM(PM)

Hexagon
 Transportation Consultants, Inc.



**Background Plus Project Volumes
 at 5.0 Million S.F.**

**Figure
 4**

The levels of service at the study intersections *without the gateway improvements* (at 5.0 million square feet of development) are shown in Table 2. The volumes are illustrated in Figure 4. As shown on Table 2, the levels of service at the intersections of U.S. 101/Silver Creek Valley Road, U.S. 101/Blossom Hill Road, U.S. 101/Hellyer Avenue (west), and U.S. 101/Hellyer Avenue (east) would be LOS F in the interim before the gateway interchange improvements are completed. Although average stopped delay cannot be calculated due to oversaturation, it is assumed that significant interim traffic impacts would occur at these intersections from increased delay.

These interim traffic impacts would occur with or without the 200,000-square foot increase in development. However, relaxation of the Area Development Policy to allow up to 5.0 million square feet of development prior to completion of the gateway improvements would result in significant, unavoidable interim intersection impacts at the four intersections identified above. The June 2000 EIR identified unavoidable interim traffic impacts at the intersections of U.S. 101/Blossom Hill Road with the development of 2.4 million square feet of development. Proposed revisions to the Area Development Policy would worsen impacts at the two intersections at U.S. 101/Blossom Hill, and result in new significant impacts at the two intersections at U.S. 101/Hellyer Avenue. These represent significant unavoidable interim impacts that were not identified in the June 2000 EIR.

Impact: Revision of the Area Development Policy to allow up to 5.0 million square feet of development to be constructed prior to completion of the gateway improvements would result in significant, unavoidable interim traffic impacts on levels of service and delay at the intersections of U.S. 101/Silver Creek Valley Road, U.S. 101/Blossom Hill Road, U.S. 101/Hellyer Avenue (west), and U.S. 101/Hellyer Avenue (east). These impacts would exist until the gateway improvements are fully completed.

Buildout of Edenvale prior to construction of the gateway transportation improvements would result in significant, unavoidable interim impacts to levels of service at four intersections.

Mitigation:

- The proposed gateway improvements would fully mitigate the intersection impacts; however, the interim impacts are considered unavoidable.

Freeway Impacts

The traffic study in the June 2000 EIR determined that the project would result in significant impacts on freeway segments. Specifically, the project would add 27% of capacity to the mixed flow lanes of the southbound segment of U.S. 101 between S.R. 85 and Coyote Creek Golf Course Drive during the PM peak hour, with the gateway improvements.

Table 2
Intersection Levels of Service Without Gateway Improvements
With 200,000 Square Feet of Additional Development

Intersection	Existing		Background		Project (5.0 msf: Areas 1 & 3)					
	Peak Hour	Count Date	Ave Delay	LOS	Ave Delay	LOS	Incr in Ave Delay	LOS	Incr in Crit Delay	Incr in Crit V/C
Monterey Road and Bernal Road (S)*	AM	09/29/98	5.6	B	5.3	B	6.3	B	1.9	0.086
	PM	09/29/98	3.2	A	3.1	A	3.2	A	0.0	0.005
Santa Teresa Boulevard and Bernal Road*	AM	07/13/99	21.8	C	24.5	C	27.0	D	8.3	0.050
	PM	09/29/98	27.4	D	25.8	D	36.9	D	19.4	0.196
Monterey Road and Blossom Hill Road (N)*	AM	09/29/98	4.6	A	5.1	B	5.9	B	1.0	0.100
	PM	09/29/98	11.5	B	11.6	B	12.7	B	1.9	0.092
Monterey Road and Blossom Hill Road (S)*	AM	09/29/98	21.7	C	45.3	E	23.8	C	-34.9	-0.160
	PM	09/29/98	18.7	C	28.3	D	19.3	C	-15.2	-0.160
Cottle Road and Santa Teresa Boulevard*	AM	09/29/98	28.9	D	28.2	D	28.8	D	0.8	0.121
	PM	09/29/98	27.9	D	31.7	D	35.9	D	5.7	0.129
San Ignacio Avenue and Bernal Road	AM	05/25/99	21.9	C	16.2	C	24.2	C	29.4	0.301
	PM	05/25/99	24.3	C	25.5	D	39.7	D	21.0	0.332
Beswick Drive and Blossom Hill Road	AM	05/25/99	14.1	B	13.9	B	14.5	B	0.6	0.089
	PM	05/25/99	15.5	C	14.3	B	15.3	C	2.2	0.185
Cottle Road and Beswick Drive ¹	AM	03/02/99	12.9	B	14.9	B	15.2	C	-1.1	-0.014
	PM	06/19/98	20.5	C	19.4	C	21.6	C	4.3	0.229
Poughkeepsie Road and Blossom Hill Road	AM	12/17/98	6.9	B	8.6	B	24.0	C	17.0	0.400
	PM	07/20/99	9.7	B	9.9	B	17.9	C	9.5	0.312

Table 2
Intersection Levels of Service Without Gateway Improvements
With 200,000 Square Feet of Additional Development

Intersection	Peak Hour	Count Date	Existing		Background		Project (5.0 msf. Areas 1 & 3)				
			Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Incr In Crit Delay	LOS	Incr In Crit V/C
Cottle Road and Concord Drive 1	AM	07/21/99	17.8	C	16.5	C	17.4	C	1.2	C	0.026
	PM	07/21/99	27.6	D	23.5	C	27.9	D	4.5	D	0.141
Cottle Road and Poughkeepsie Road	AM	07/20/99	15.5	C	15.2	C	19.0	C	4.5	C	0.240
	PM	07/20/99	24.4	C	24.1	C	27.2	D	2.8	D	0.104
Great Oaks Boulevard and San Ignacio Avenue	AM	05/12/99	18.9	C	19.7	C	33.3	D	17.4	D	0.442
	PM	05/12/99	24.1	C	25.2	D	23.6	C	-2.0	C	0.007
Santa Teresa Boulevard and Great Oaks Boulevard	AM	03/02/99	16.1	C	10.8	B	11.5	B	1.5	B	0.070
	PM	04/08/99	11.6	B	10.8	B	11.4	B	0.8	B	0.047
San Teresa Boulevard and San Ignacio Avenue	AM	03/02/99	22.9	C	15.3	C	16.7	C	15.7	C	0.263
	PM	04/29/99	13.6	B	10.9	B	20.7	C	14.5	C	0.291
Santa Teresa Boulevard and Martinvale Lane	AM	04/14/99	14.6	B	8.1	B	7.8	B	-0.3	B	0.048
	PM	04/14/99	97	b	6.6	B	7.3	B	0.1	B	0.036
Via Del Oro and Bernal Road	AM	04/27/99	14.4	B	13.7	B	19.6	C	17.5	C	0.408
	PM	04/27/99	20.9	C	15.9	C	27.1	D	13.7	D	0.357
US 101 and Hellyer Avenue (W)	AM	02/10/98	--	--	--	--	N/A ²	F	N/A ²	N/A ²	
	PM	02/10/98	--	--	--	--	N/A ²	F	N/A ²	N/A ²	
US 101 and Hellyer Avenue (E)	AM	02/10/98	--	--	--	--	N/A ²	F	N/A ²	N/A ²	
	PM	02/10/98	--	--	--	--	N/A ²	F	N/A ²	N/A ²	

Table 2
Intersection Levels of Service Without Gateway Improvements
With 200,000 Square Feet of Additional Development

Intersection	Peak Hour	Count Date	Existing		Background		Project (5.0 msf: Areas 1 & 3)			
			Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Incr In Crit Delay	Incr In Crit V/C
Hellyer Avenue and Branham Lane	AM	03/11/97	--	--	--	--	12.4	B	--	--
	PM	03/11/98	--	--	--	--	16.0	C	--	--
Hellyer Avenue and Fontanoso Way	AM	03/13/97	--	--	--	--	14.8	B	--	--
	PM	03/13/97	--	--	--	--	12.1	B	--	--
Fontanoso Way and Silver Creek Valley Road	AM	03/30/99	--	--	--	--	17.6	C	--	--
	PM	03/30/99	--	--	--	--	17.2	C	--	--
Percy Road and Silver Creek Valley Road	AM	03/23/99	--	--	--	--	12.5	B	--	--
	PM	03/23/99	--	--	--	--	14.1	B	--	--
NB 101 and Silicon Valley Boulevard	AM	03/24/99	--	--	--	--	19.9	C	--	--
	PM	03/24/99	--	--	--	--	7.9	B	--	--
Eden Park Place and Silicon Valley Boulevard	AM	03/25/99	--	--	--	--	26.3	D	--	--
	PM	03/25/99	--	--	--	--	23.2	C	--	--
Basking Ridge and Silicon Valley Boulevard	AM	03/31/99	--	--	--	--	39.3	D	--	--
	PM	03/31/99	--	--	--	--	21.3	C	--	--
Great Oaks Boulevard and SR 85 (N)	AM	12/09/97	--	--	--	--	4.2	A	--	--
	PM	12/09/97	--	--	--	--	36.2	D	--	--
Great Oaks Boulevard and SR 85 (S)	AM	12/09/97	--	--	--	--	9.9	B	--	--
	PM	12/09/97	--	--	--	--	2.7	A	--	--

Table 2
Intersection Levels of Service Without Gateway Improvements
With 200,000 Square Feet of Additional Development

Intersection	Peak Hour	Count Date	Existing		Background		Project (5.0 msf: Areas 1 & 3)			
			Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Incr in Crit Delay	Incr in Crit V/C
Hellyer Ave and Silver Creek Valley Road ¹	AM	03/23/99	11.6	B	49.7	E	39.8	D	-15.7	0.057
	PM	03/23/99	7.2	B	17.3	C	25.4	D	10.6	0.200
SR 85 and Bernal Road ^{1*}	AM	09/09/98	14.3	B	15.7	C	27.8	D	16.7	0.351
	PM	09/09/98	24.9	C	16.2	D	38.2	D	34.3	0.377
Cottle Road and SR 85 (N) [*]	AM	09/09/98	9.9	B	9.8	B	10.0	B	-2.5	-0.057
	PM	09/08/98	12.3	B	46.7	E	13.7	B	-56.7	-0.450
Cottle Road and SR 85 (S) ^{1*}	AM	09/08/98	20.7	C	20.5	C	22.3	C	1.7	0.141
	PM	09/08/98	23.5	C	25.0	D	23.9	C	-1.9	-0.015
US 101 and Bernal Road [*]	AM	09/10/98	10.9	V	12.9	B	29.0	D	31.1	0.147
	PM	09/10/98	8.3	B	7.5	B	9.4	B	1.7	0.171
US 101 and Silver Creek Valley Road ^{1*}	AM	10/28/97	34.0	D	144.8	F	N/A ²	F	N/A ²	N/A ²
	PM	11/17/98	27.9	D	126.9	F	N/A ²	F	N/A ²	N/A ²
US 101 and Blossom Hill Road (W) [*]	AM	09/10/98	17.7	C	17.1	C	N/A ²	F	N/A ²	N/A ²
	PM	09/10/98	14.1	B	13.6	B	N/A ²	F	N/A ²	N/A ²
Monterey Road and Bernal Road (E) [*]	AM	09/29/98	12.1	B	11.1	B	10.9	B	-0.2	0.276
	PM	09/29/98	13.8	B	13.2	B	15.3	C	2.0	0.281
Monterey Road and Bernal Road (N) [*]	AM	09/29/98	20.7	C	22.2	C	27.8	D	22.0	0.204
	PM	09/29/98	21.6	C	29.9	D	39.4	D	14.0	0.087

Table 2
Intersection Levels of Service Without Gateway Improvements
With 200,000 Square Feet of Additional Development

Intersection	Peak Hour	Count Date	Existing			Background			Project (5.0 msf: Areas 1 & 3)			
			Ave Delay	LOS	Incr in Crit Delay	Ave Delay	LOS	Ave Delay	LOS	Incr in Crit Delay	Incr in Crit V/C	
Encinal Drive and Santa Teresa Boulevard	AM	06/16/99	--	--	--	--	B	9.6	B	--	--	
	PM	06/17/99	--	--	--	--	B	10.5	B	--	--	
Realm Drive and Bernal Road	AM	06/17/99	--	--	--	--	B	12.5	B	--	--	
	PM	06/17/99	--	--	--	--	C	15.9	C	--	--	
Monterey Road and Monterey Circle	AM	06/16/99	--	--	--	--	D	38.7	D	--	--	
	PM	06/22/99	--	--	--	--	B	9.9	B	--	--	
San Ignacio Avenue and Via Del Oro	AM	05/11/99	--	--	--	--	D	29.8	D	--	--	
	PM	05/11/99	--	--	--	--	D	26.4	D	--	--	
Great Oaks Boulevard and Via Die Oro	AM	05/13/99	--	--	--	--	D	30.9	D	--	--	
	PM	05/13/99	--	--	--	--	D	38.2	D	--	--	
Hellyer Extension and Plercy Road	AM	--	--	--	--	--	C	19.7	C	--	--	
	PM	--	--	--	--	--	C	18.7	C	--	--	

*Denotes CMP intersection.
¹ Background and project conditions include planned improvements.
² Intersection is oversaturated, average stopped delay cannot be calculated.

The new traffic analysis considered impacts on the freeways resulting from increasing industrial development in Edenvale by 200,000 square feet prior to completion of the gateway improvements. The results are shown in Table 3. As shown in this table, the addition of 200,000 square feet of industrial development would not significantly increase impacts on freeways. In addition, the project would have the same unavoidable impacts on U.S. 101 between S.R. 85/Coyote Creek Golf Course Drive with or without the gateway improvements.

The increase in square footage and interim effects of development prior to completion of the gateway improvements would result in significant unavoidable freeway impacts comparable to those identified for the original project addressed in the June 2000 EIR.

Indirect Traffic Effects

Buildout of New Edenvale before completion of the gateway improvements would affect traffic conditions by increasing congestion and altering travel patterns in the area. As described above, it would cause traffic conditions to deteriorate within the project area during the peak hours. Additionally, it would cause traffic conditions to worsen during the shoulder periods of the peak AM and PM hours. This is referred to as "peak spreading." Finally, it would increase traffic in outlying areas during peak hours, as travel patterns change in response to congested conditions on preferred routes. This effect is called "traffic displacement."

The City of San Jose and Santa Clara County Congestion Management Program (CMP) do not have specific criteria for evaluating traffic impacts associated with peak spreading or traffic displacement. These indirect traffic effects are reported herein for informational purposes, to describe potential traffic changes that may result from the proposed actions.

Peak Spreading

An operational analysis was performed by Hexagon to determine the traffic conditions that would occur at the gateway intersections if the gateway transportation improvements are not in place prior to buildout of Edenvale. This analysis focuses on peak spreading, whereby motorists travel at different times in response to poor operating conditions, resulting in a shift from the peak travel hour to the hours before or after the peak. The analysis assumed that drivers would tolerate a maximum delay of ten minutes at the most critical movement of an intersection. Intersections considered in the study are listed below.

- U.S. 101 interchange at Bernal Road-Silicon Valley Boulevard
- U.S. 101 interchange at Blossom Hill Road-Silver Creek Valley Road
- U.S. 101 interchange at Hellyer Avenue

The results of the analysis showed that peak spreading would occur during the AM peak hours at the following locations: 1) U.S. 101 northbound off-ramp at Silver Creek Valley Road, eastbound through movement, and 2) U.S. 101 southbound off-ramp at Hellyer Avenue, southbound left turn movement.

Table 3
Freeway Levels of Service Without Gateway Improvements
With Addition of 200,000 Square Feet of Development

Segment		Existing Plus Project Trips										Project Trips								
		Freeway Segment	Direction	Peak Hour	Ave Speed	# of Lanes	Mixed-Flow Lanes	Vol ¹	Density	LOS	Ave Speed ¹	# of Lanes	HOV Lane Traffic Volume	Vol ¹	Density	LOS	Total Vol	Mixed-Flow Vol	% Cap	HOV Lane Vol
US 101	Verba Buena to Hellyer	SB	AM	65	3	5,114	28.2	D	65	1	318	4.9	A	1872	1,574	22.8%	98	5.4%		
		PM	80	3	5,042	28.0	D	65	1	228	3.5	A	180	172	2.5%	8	0.4%			
US 101	Hellyer to Blossom Hill	SB	AM	65	3	4,115	21.1	C	65	1	192	3.0	A	1187	1,115	18.2%	52	2.9%		
		PM	60	3	5,684	31.8	D	65	1	383	5.6	A	217	204	3.0%	13	0.7%			
US 101	Blossom Hill to Bernal	SB	AM	65	3	2,752	14.1	B	65	1	189	2.9	A	921	882	12.5%	58	3.3%		
		PM	85	3	3,916	20.1	C	65	1	293	4.5	A	478	448	8.5%	33	1.9%			
US 101	SR 85 to Coyote Creek Golf Dr.	SB	AM	60	2	2,842	23.7	C	N/A	N/A	N/A	N/A	N/A	302	302	8.9%	N/A	N/A		
		PM	20	2	5,457	138.4	F	N/A	N/A	N/A	N/A	N/A	N/A	1217	1,217	27.7%	N/A	N/A		
SR 85	SR 87 to Blossom Hill	SB	AM	60	2	4,702	38.2	D	65	1	784	12.2	B	1888	1,882	38.2%	284	15.8%		
		PM	50	2	4,588	46.0	D	65	1	584	8.0	A	212	188	4.3	24	1.3%			
SR 85	Blossom Hill to Cottle	SB	AM	60	2	4,805	40.8	D	65	1	321	4.8	A	1888	1845	41.8%	121	6.7%		
		PM	60	2	2,970	24.7	D	65	1	532	8.2	A	212	180	4.1%	32	1.8%			
SR 85	Cottle to Bernal	SB	AM	65	2	3,163	24.5	D	65	1	192	3.0	A	1445	1,383	31.0%	82	4.6%		
		PM	65	2	2,439	18.8	C	65	1	351	5.4	A	170	149	3.4%	21	1.2%			
SR 85	Bernal to Cottle	NB	AM	60	2	3,464	28.9	D	65	1	594	8.1	A	368	314	7.1%	54	3.0%		
		PM	85	2	3,247	25.0	D	65	1	471	7.2	A	1428	1,247	28.3%	181	10.0%			
SR 85	Cottle to Blossom Hill	NB	AM	60	2	3,430	28.6	D	65	1	713	11.0	B	483	400	8.1%	83	4.6%		
		PM	80	2	4,841	41.2	D	65	1	818	8.5	A	1847	1,731	36.3	218	12.0%			
SR 85	Blossom Hill to SR 87	NB	AM	55	2	4,253	38.7	D	65	1	851	13.1	B	483	403	9.1%	81	4.5%		
		PM	80	2	5,367	44.7	D	65	1	230	3.6	A	1847	1,887	42.4%	80	4.4%			
US 101	Coyote Creek Golf Dr. to SR 85	NB	AM	55	2	5,218	47.4	E	N/A	N/A	N/A	N/A	N/A	1229	1,229	27.9%	N/A	N/A		
		PM	65	2	2,493	18.2	C	N/A	N/A	N/A	N/A	N/A	N/A	133	133	3.0%	N/A	N/A		

Table 3
Freeway Levels of Service Without Gateway Improvements
With Addition of 200,000 Square Feet of Development

Freeway Segment	Existing Plus Project Trips										Project Trips							
	Dirac- tion	Peak Hour	Ave Speed	Mixed-Flow Lanes	# of Lanes	Vol ¹	Density	LOS	Ave Speed ¹	# of Lanes	Vol ¹	Density	LOS	Total Vol	Mixed-Flow Vol	HOV Lane Vol	% Cap	% Cap
US 101 Bernal to Blossom Hill	NB	AM	65	3	2,873	15.2	B	65	1	463	7.4	A	65	588	513	83	7.4%	4.6%
	SB	PM	65	3	4,450	22.8	C	65	1	49	0.8	A	65	858	850	8	12.3%	0.5%
US 101 Blossom Hill to Hillier	NB	AM	60	3	5,428	30.2	D	65	1	789	12.1	B	65	388	339	49	4.9%	2.7%
	SB	PM	60	3	5,387	29.9	D	65	1	229	3.5	A	65	1,198	1,147	49	16.6%	2.7%
US 101 Hillier to Yerba Buena	NB	AM	60	3	5,880	33.3	D	65	1	310	4.8	A	65	410	380	20	5.6%	1.1%
	SB	PM	60	3	5,528	30.7	D	65	1	187	3.0	A	65	1,655	1,588	67	23.2%	3.2%

¹ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 1998.
Bold indicates a significant impact.

The eastbound through movement at the U.S. 101 northbound off-ramp at Silver Creek Valley Road intersection is the critical movement for the interchange in the AM peak hour. This movement would operate at LOS F and experience delays greater than ten minutes per vehicle during the AM peak hour under buildout of New Edenvale. In response to these conditions, many motorists would adjust their travel times to leave home either earlier or later. This would result in longer periods of congestion (i.e., peak spreading) at the U.S. 101/Blossom Hill Road-Silver Creek Valley Road interchange. This interchange would be subject to oversaturated traffic conditions from 6:45 to 9:15 AM during the interim, as compared with 7 to 9 AM after completion of the gateway improvements.

The southbound left-turn at the U.S. 101 southbound off-ramp at Hellyer Avenue would experience significant delays with buildout of New Edenvale in the AM peak hour due to the existing congestion caused by the metering light on the northbound U.S. 101 loop on-ramp. Delays are expected to exceed ten minutes. This would also result in longer periods of congestion at the U.S. 101/Hellyer Avenue interchange. This interchange would be subject to oversaturated traffic conditions from 7:00 to 9:15 AM during the interim, as compared with 7 to 9 AM after completion of the gateway improvements.

Traffic Displacement

A new traffic study was prepared to identify the effects of traffic displacement resulting from buildout of Edenvale prior to completion of the gateway improvements. The estimated magnitude and location of the displaced traffic were determined based on General Plan assumptions and existing AM peak hour traffic volumes on the U.S. 101 northbound on-ramp from Hellyer and the U.S. 101 northbound loop on-ramp from eastbound Blossom Hill. The volumes that were used represent an average hourly AM peak hour volume over several weekday mornings. The analysis assumed that 20 percent of the existing AM volumes on the subject U.S. 101 ramps would divert to surface streets to access the downtown area and the west part of the valley via I-280. The viable alternate travel routes for displaced traffic are as follows: Monterey Road, Almaden Expressway, Senter Road, and McLaughlin Avenue.

The effects of traffic displacement were estimated using intersection levels of service for the major signalized intersections along the alternate travel routes. The results of the analysis indicate that with the addition of displaced traffic on alternate routes, all intersections (20) on the alternate travel route would continue to operate at LOS D or better during the AM peak hour. Thus, displaced traffic that could occur prior to the gateway improvements would not significantly impact intersection levels of service in the areas outlying Edenvale.

As described above, the City of San Jose and CMP do not have specific criteria for evaluating traffic impacts associated with peak spreading or traffic displacement; rather, agency standards look specifically at intersection and freeway levels of service.

The indirect traffic effects of the project would be less-than-significant.

AIR QUALITY

Environmental Setting

Meteorological Conditions

The climate of the Bay Area is characterized by mild rainy winters and warm dry summers. Most precipitation in the Bay Area occurs between November and April. The combined effects of moderate ventilation, frequent inversions, and terrain give San Jose a relatively stable atmosphere that increases the potential for pollution.

Air Quality Regulations

The Federal Clean Air Act (FCAA) and the California Clean Air Act (CCAA) mandate the control and reduction of certain air pollutants. Under these Acts, the United States Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for certain "criteria" pollutants. The State and Federal standards for the criteria pollutants are presented in Table 4 below.

Table 4			
Federal and State Ambient Air Quality Standards			
Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour	0.12 ppm	0.09 ppm
	8-Hour	0.08 ppm	—
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.05 ppm	—
	1-Hour	—	0.25 ppm
Sulfur Dioxide	Annual	0.03 ppm	—
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	—	0.25 ppm
PM ₁₀	Annual Geometric	—	30 µg/m ³
	Annual Arithmetic	50 µg/m ³	—
	24-Hour	150 µg/m ³	50 µg/m ³
PM _{2.5}	Annual Arithmetic	15 µg/m ³	—
	24-Hour	65 µg/m ³	—
Lead	30-Day Avg. Calendar Quarter	—	1.5 µg/m ³
		1.5 µg/m ³	—
ppm = parts per million µg/m ³ = micrograms per cubic meter			

Sensitive Receptors

Sensitive receptors (or populations) are more susceptible to the effects of air pollution than the general population. Uses that are considered sensitive receptors include residences, schools, child care centers, health care facilities, and retirement homes. Sensitive receptors in the Edenvale area consist of residential uses.

Impacts and Mitigation Measures

Standards of Significance: The project would result in a significant adverse air quality impact if the proposed action would:

- release emissions which exceed specified thresholds; or
- violate an ambient air quality standard or contribute substantially to an existing or projected violation of an ambient air quality standard; or
- expose sensitive receptors to substantial pollutant concentrations; or
- conflict with an adopted air quality plan or goal.

An air quality analysis was prepared for buildout of Edenvale in the June 2000 EIR. This analysis addressed potential air quality impacts from localized increases in carbon monoxide (CO) concentrations at intersections, as well as regional effects from increases in criteria air pollutant emissions. These issues are described below.

Localized CO Impacts

The proposed increase in industrial square footage by 200,000-square feet would result in a minor increase in CO levels compared to the project addressed in the June 2000 EIR. CO concentrations at buildout of Edenvale (4.8 million square feet) were projected to be substantially lower than the state and federal CO standards in the previous study. The project represents a four percent increase in overall development. This modest increase in development and associated CO from vehicle trips would not change the overall conclusions in the June 2000 EIR, which found the impacts on localized CO to be less-than-significant.

However, revision of the Area Development Policy could result in the potential construction and occupation of 5.0 million square feet of industrial development in Edenvale prior to completion of the gateway improvements. Under these conditions, the traffic at some intersections would be significantly delayed, to the point that the traffic model cannot predict volumes, levels of service, and delay. Congested conditions at these intersections would result in prolonged periods of idling during the peak periods, and increase CO emissions in the vicinity of the intersections. Without specific information on intersection volumes and delay under oversaturated conditions, it is not possible to specifically quantify CO concentrations expected at these intersections. It is, therefore,

assumed that sensitive receptors near the congested (i.e., oversaturated) intersections may be exposed to CO concentrations at or above ambient air quality standards.² This is considered a significant, unavoidable interim air quality impact.

Impact: Vehicle trips generated by the additional 200,000 square feet of industrial development in Edenvale would result in less-than-significant impacts on localized CO concentrations. However, potential buildout prior to completion of the gateway improvements could result in significantly elevated levels of CO at congested intersections. This represents a significant, unavoidable impact.

Development of the project area prior to completion of the gateway transportation improvements would result in significant, unavoidable air quality impacts from locally elevated CO concentrations at intersections.

Mitigation:

- The proposed gateway improvements would fully mitigate the significant air quality impacts from CO; however, the interim impacts are considered unavoidable.

Regional Emissions

The air quality analysis in the June 2000 EIR calculated regional emissions, based on vehicle trips generated at buildout (4.8 million square feet) of the Edenvale Redevelopment Project. This analysis determined that buildout of the industrial uses would generate regional emissions in excess of the thresholds established by the Bay Area Air Quality Management District. These impacts were determined to be significant and unavoidable.

The proposed 200,000 square foot increase in development in Edenvale would add a modest amount of emissions from vehicular sources. This modest increase in emissions would not add substantially to the total regional emissions projected for the original 4.8 million square foot project. Thus, the impact on regional emissions with or without the proposed revisions to the project would represent a significant, unavoidable air quality impact.

The increase in regional emissions with or without the proposed project revisions would represent a significant, unavoidable air quality impact.

²State and Federal eight-hour standard of 9.0 ppm, State one-hour standard of 20 ppm, and Federal one-hour standard of 35 ppm.



PROJECT ALTERNATIVES

Introduction

The following discussion describes alternatives to the proposed project in accordance with CEQA Section 15126(d), which requires that an EIR address a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives, but avoid or substantially reduce the significant effects of the project. CEQA does not require that the alternatives analysis be exhaustive, but that the range of alternatives is adequate for informed decision making and public participation.

This section describes alternatives which could feasibly attain the basic objectives of the project, as well as eliminate or reduce the significance of the environmental impacts identified in this Supplemental EIR. As described in **Section 3.0 Project Description** of this EIR, the basic objectives of the project are to increase the pool of industrial development by 200,000 square feet and relax the requirements of the Area Development Policy to allow up to 5.0 million square feet of development to occur prior to completion of the gateway transportation improvements.

The proposed actions would result in significant, unavoidable impacts, as follows:

- interim traffic impacts at intersections
- interim localized (carbon monoxide) air quality impacts

The following analysis evaluates alternatives that could result in a reduction of these impacts. These are the No Project Alternative and Elimination of the Area Development Policy. Since the Edenvale Redevelopment Plan and Area Development Policy have already been adopted, few options are available for avoiding the interim impacts while still adhering to the project's basic objective to allow development to move forward at this time. Elimination of the policy would subject Edenvale to severe development restrictions associated with meeting the City's level of service standards, and would not allow the current high demand under strong economic conditions to be satisfied, limiting the City's ability to meet its economic development goals.

Modification of the Area Development Policy to restrict development until one or both of the improvements are completed would have the same effect as the existing Area Development Policy, restricting development from proceeding until completion of at least one of the gateway improvements. Again, this would not meet the primary project objective to allow construction of industrial development *at this time*. In light of these circumstances, the following discussion only addresses the No Project Alternative and Elimination of the Area Development Policy (as required by CEQA).

1. **No Project**
2. **Elimination of Area Development Policy**

Alternative 1: No Project

Description

Analysis of the No Project is required under CEQA to compare the relative environmental effects of the project with existing conditions. The No Project Alternative would consist of eliminating the proposed 200,000-square foot increase in industrial development and leaving the text of the current Area Development Policy unchanged.

Impacts

The increase in industrial square footage (200,000 s.f.) would not result in any significant impacts. The environmental impacts from adoption of the current Area Development Policy were addressed in the June 2000 EIR for the Edenvale Redevelopment Project. The No Project Alternative would restrict development to 2.4 million square feet prior to completion of the required transportation improvements. This would reduce traffic congestion, or avoid or reduce the interim traffic and air quality impacts associated with allowing greater development to occur prior to completion of the gateway improvements. Although interim impacts would still occur under this alternative, they would be potentially less severe and occur over a shorter duration. All other impacts would remain the same as those identified in the June 2000 EIR. Upon completion of the proposed improvements, all interim impacts of the proposed project would be reduced to a less-than-significant level.

Conclusion

This alternative would not meet the objectives of the project to advance development ahead of the gateway improvements. However, it would meet the basic objective to redevelop Edenvale, and avoid the significant interim impacts that would result from relaxing the Area Development Policy restrictions.

Alternative 2: Elimination of Area Development Policy

Description

Under this alternative, the Edenvale Area Development Policy would be eliminated and individual projects in New Edenvale would be subject to the City's existing Level of Service Policy calling for LOS D at surrounding intersections.

Impacts

Some amount of additional development could occur without the gateway improvements. Individual development could receive permits under their existing zoning. Each development would be required to analyze its individual traffic impacts and implement mitigation measures to maintain a level of service D at affected intersections, in accordance with the City's Level of Service Policy.

Without the Area Development Policy and associated improvements, the capacity of existing local intersections would be exceeded and continued development could not occur. By limiting development, this alternative would avoid the significant impacts to freeways and the interim impacts on intersection level of service and air quality. In addition, this alternative would reduce the overall impacts of the Redevelopment Project, as described in the June 2000 EIR.

Conclusion

Although this alternative would significantly reduce impacts, it would not meet any of the project objectives or the City's Economic Development Goals. Without an Area Development Policy, industrial development within the Edenvale Redevelopment Area would be severely restricted.

Environmentally Superior Alternative

CEQA requires that an environmentally superior alternative to the proposed project be identified. In general, the environmentally superior alternative is intended to minimize adverse impacts on the environment while achieving the basic objectives of the project. None of the project alternatives satisfy the basic objectives of the project to allow development to move forward prior to completion of the interchange improvements. The environmentally superior alternative would be the No Project Alternative, which would avoid interim impacts. In accordance with CEQA, an EIR must identify a second superior alternative when the environmentally preferable alternative is the No Project option.

As described above, few options are available for avoiding the interim impacts of the project while still adhering to the project's basic objective to allow industrial development to move forward at this time. Elimination of the policy would result in severe development restrictions in Edenvale associated with meeting the City's level of service standards. Modification to the Area Development Policy to restrict development until one or both of the intersection improvements are completed would be comparable to the No Project Alternative and would not meet the primary project objectives. Since there are no alternatives that can meet the project objectives and lessen the interim environmental impacts, a second environmentally superior alternative is not available.

CEQA CONSIDERATIONS

SIGNIFICANT, UNAVOIDABLE IMPACTS

The proposed revisions to the Edenvale Area Development Policy would result in the following significant impacts. These impacts would be fully mitigated upon completion of the gateway transportation improvements. However, the interim impacts are considered significant and unavoidable.

- interim traffic impacts on intersection levels of service
- interim localized air quality impacts, resulting from elevated carbon monoxide levels at congested intersections

REFERENCES

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APPENDIX A

REVISED EDENVALE AREA DEVELOPMENT POLICY

Required Infrastructure

An infrastructure improvement plan has been formulated, based on specific levels of development on all of the properties in New Edenvale considered ready for development at this time. Three major regional transportation projects are necessary to improve access into New Edenvale.

1. Widening the Silicon Valley Boulevard Bridge over Coyote Creek
2. Improving the interchange at Route 101 and Hellyer Boulevard
3. Improving the interchange at Route 101 and Blossom Hill Road/Silver Creek Valley Road

The Redevelopment Agency will fund the Silicon Valley Boulevard Bridge and interchange improvements. An extension of Hellyer Avenue and related improvements in Area 3 will be financed by an improvement district formed by the property owners in Area 3.

Local improvements to the street system, as listed on the attachment, will be required to accommodate traffic from buildout of the 5 million square feet. Those improvements have been allocated to Areas 1, 3 and 4 according to the amount of development they are required to serve and their importance to the overall LOS in the area. The entire local improvement mitigation package must be constructed by private developers concurrent with the development of the first 2.4 million square feet. The local and minor improvements are shown in Attachment C.

Schedule for Implementation

This Policy requires specific infrastructure improvements be constructed at specific levels of development, and describes how and when the infrastructure will be constructed. The policy will allow the Level of Service of nearby intersections to deteriorate to levels in excess of existing policies for a temporary period of time. The length of time traffic will be below the allowable levels of the existing policy will depend on the rate at which the industrial projects are developed.

The improvements that would be necessary to support this level of development include infrastructure funded by the City and/or its Redevelopment Agency, local improvements paid for by private developers, and area improvements financed through improvement districts. While some of the improvements will be conditions of approval of specific developments and therefore must proceed with the developments themselves, major infrastructure components would be publicly financed and could be delayed through a number of causes. Building permits will only be issued for the cumulative amount of development indicated when specific actions are taken by public agencies, as shown:

Allowed Development (million square feet)	Required Action
0.0 to 5.0	City Council approval of this policy and the Redevelopment Agency's formal commitment to fund the Silicon Valley Boulevard Bridge, interchange improvements at Route 101/Hellyer Avenue and Route 101/Blossom Hill/Silver Creek Valley Road and award of a construction contract for the Silicon Valley Boulevard Bridge (Phase II)
More than 5.0	With the completion of a new area-wide traffic study that analyzes intensification and full build out and the construction of all related gateway infrastructure, additional building permits may be issued to the extent that additional traffic capacity is created.

Conclusion

EDENVALE AREA DEVELOPMENT POLICY

Purpose

The City of San Jose has adopted an Area Development Policy for the Edenvale Redevelopment Area in conformance with the provisions of General Plan Level of Service Policy #5. The primary reason an Area Development Policy was adopted is to manage the traffic congestion associated with near term development in the Edenvale Redevelopment Area, promote General Plan goals for economic development and encourage a reverse commute to jobs at southerly locations in San Jose. The Area Development Policy allows ongoing industrial development in the Redevelopment Area. Key provisions of the existing policy are:

- Ensure the construction of major gateway infrastructure facilities through a cooperation agreement between the City and the Redevelopment Agency
- Allocate the development potential created by the proposed infrastructure improvements and connecting these allocations to milestone activities
- Define the maximum building floor area ratio (FAR) allowable in parts of New Edenvale to achieve the development potential
- Allow the Level of Service of signalized intersections in the area to temporarily exceed the City standard
- Describe the major transportation infrastructure required and the steps needed to develop both the infrastructure and the remaining vacant properties

This policy allows interim congestion at intersections in the area to temporarily exceed LOS D. However, the condition of the transportation system will be returned to a level that is better than or equivalent to background conditions once mitigation is constructed.

The demand for industrial development in the Edenvale Industrial Area has exceeded the supply provided under the existing policy. The following is a modification to the existing policy. The modification has two components.

- Allowance for an additional 200,000 square feet to be held in reserve as a pool.
- Relaxation of the infrastructure triggers that had previously been established

Applicability and Implementation of this Policy

This Area Development Policy addresses only development anticipated in that portion of the Edenvale Redevelopment Area that is located east of Route 101 (New Edenvale). For the purposes of this discussion, New Edenvale is divided into three subareas, which are illustrated on Attachment A. The total amount of additional development allowed to occur in this area is approximately 5 million square feet of industrial floor space. This includes a maximum floor area ratio (FAR) of 0.35 for Area 1, and 0.40 for Areas 3 and 4.

The 5 million square feet includes provision for a pool of transferable square footage that would be reserved to provide some flexibility for existing users or secured tenants. A secured tenant is defined as a business entity or individual that has signed a lease for building space. The maximum building area allocation for each parcel in New Edenvale is shown on Attachment B. These are the maximum amounts of development that may occur on each parcel exclusive of any additional allocation from the pool. Allocation of additional square footage from the pool is solely at the discretion of the Director of Planning. The actual building area allocations are established at the time of approval of the site development permit.

In order to facilitate timely development review and permitting in New Edenvale, Site Development permits issued to projects in Areas 1, 3 and 4 will be valid for a period of one year only, and will be not be renewable.

EDENVALE AREA DEVELOPMENT POLICY

Page 3

At a point in time when interest is high for development in the Edenvale Redevelopment Area, implementation of this Area Development Policy would allow development to occur in a reasonably expeditious fashion and at appropriate levels of intensity, while managing associated traffic congestion.

APPENDIX B

TRAFFIC STUDIES

**Prepared by
Hexagon Transportation Consultants, Inc.**



Hexagon Transportation Consultants

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MEMORANDUM

TO: Harry Freitas, CSJ Public Works, Transportation Division

CC: Ru Weerakoon, RDA

FROM: Jeff Elia
Gary Black

DATE: June 14, 2000

SUBJECT: *Results of Edenvale Gateway Operational Analysis with Various Levels of Development but no Gateway Improvements*

An operational analysis was performed on the Edenvale gateway interchanges with various levels of development in Areas 1, 3, and 4. The analysis includes traffic associated with the buildout of Area 2. All local intersection improvements were assumed to be in place, however, the gateway improvements at the US 101/Hellyer Avenue and US 101/Blossom Hill Road interchanges were not assumed.

The purpose of this analysis is to determine the traffic conditions that can be expected at the gateway intersections if the gateway improvements are not in place and development in Areas 1, 3, and 4 continues. It was desired to determine at what point traffic patterns would change as a result of poor operating conditions at any of the intersections. This was determined by assuming that drivers will tolerate a maximum delay of ten minutes in traversing the intersection. Only the most critical movement at each of the intersections was considered. When the delay per vehicle on the critical approach reaches ten minutes, drivers will alter their behavior either by taking alternate routes to their destination or by traveling at different times. This analysis focuses on drivers altering their time of travel. This is referred to as peak spreading, in which traffic would shift from the peak travel hour to the hours before or after the peak hour.

The following locations were considered for this analysis:

- US 101 interchange at Bernal Road/Silicon Valley Boulevard
- US 101 interchange at Blossom Hill Road/Silver Creek Valley Road
- US 101 interchange at Hellyer Avenue

The levels of development assumed for Areas 1, 3, and 4 are listed below.

- Development Level A: 3.079 million square feet (msf)
- Development Level B: 3.385 msf
- Development Level C: 3.997 msf
- Development Level D: Buildout (4.795 msf)

The results of the analysis are summarized below.

US 101 interchange at Bernal Road/Silicon Valley Boulevard

The operations of this interchange would be satisfactory under all scenarios, therefore, peak spreading would not occur. The table below summarizes the levels of service for the two interchange intersections.

Bernal Road/Silicon Valley Boulevard interchange Levels of Service

Intersection	Peak Hour	3.079 msf Avg. Delay/ LOS	3.385 msf Avg. Delay/ LOS	3.997 msf Avg. Delay/ LOS	4.795 msf (buildout) Avg. Delay/ LOS
US 101/Bernal Road	AM	11.5 B	13.5 B	13.9 B	27.7 D
	PM	8.0 B	8.0 B	8.2 B	8.4 B
US 101/Silicon Valley Blvd.	AM	14.6 B	15.3 C	15.4 C	19.3 C
	PM	7.2 B	7.2 B	7.2 B	7.7 B

US 101 interchange at Blossom Hill Road/Silver Creek Valley Road

Under existing conditions, this interchange is subject to significant congestion in the AM peak hour due to cars seeking to access 101 northbound. The northbound US 101 loop on-ramp metering light causes a queue that backs up onto eastbound Blossom Hill Road, completely occupying the right most through lane. As a result, when the metering light is on (7:00 AM to 9:00 AM) only one lane in the eastbound direction is available to access Edenvale. This lane will become the constraint as Edenvale grows.

The eastbound through movement (during the AM peak hour) at the US 101 northbound off ramp/Silver Creek Valley Road intersection is the critical movement for the interchange. This movement would operate at level of service F and would experience delays greater than ten minutes per vehicle during the AM peak hour for each of the project scenarios. For each of the scenarios, the peak-hour demand would be greater than the capacity even assuming a ten-minute wait. Since motorists will not tolerate waits more than ten minutes, they will adjust their travel times and leave home either earlier or later. This will result in longer periods of congestion at the Blossom Hill Road/US 101 interchange (peak spreading). The table below indicates the expected times of heavy congestion for each of the scenarios during the AM peak hour. Heavy congestion is considered to be operating conditions in which the delay per vehicle on the critical movement (eastbound through movement) would be approximately ten minutes. The attached graphs depict the peak spreading for each of the project scenarios. This analysis assumes that the ramp meter will operate from 7 AM to 9 AM and will be turned off at other times.

Periods of Heavy Congestion for the Eastbound Through Movement at US 101 NB off-ramp and Silver Creek Valley Road

Development Level	Beginning of Congestion Period	End of Congestion Period
3.079 msf	7:00 AM	9:00 AM
3.385 msf	7:00 AM	9:00 AM
3.997 msf	7:00 AM	9:00 AM
4.795 msf (buildout)	6:45 AM	9:15 AM

During these times, the eastbound queue would extend as far back as the ten-minute point, which is approximately at Beswick Drive, but would not go beyond that point.

During the PM peak hour, the westbound movement will experience long queue lengths, however, delays will not be in excess of 10 minutes, therefore peak spreading will not occur. Piercy Road is located approximately 850 feet east of the northbound 101 off-ramp. The operational analysis using the TRAFFIX software indicates that the westbound queue would extend beyond Piercy Road during the PM peak hour for all scenarios. The table below lists the queue lengths expected on westbound Silver Creek Valley Road at the northbound 101 off-ramp.

Westbound Queue Lengths on Silver Creek Valley Road at the Northbound US 101 off-ramp

Development Level	Westbound Queue Length on Silver Creek Valley Rd (PM peak hour)
3.097 msf	890 feet
3.385 msf	900 feet
3.997 msf	970 feet
4.795 msf (buildout)	1020 feet

US 101 interchange at Hellyer Avenue

The intersections of the US 101 on-/off-ramps and Hellyer Avenue are currently unsignalized. In the AM peak hour, the metering light on the US 101 northbound on-ramp causes a traffic queue that extends back onto eastbound Hellyer Avenue past the US 101 southbound off-ramp. Since Hellyer Avenue has only one eastbound lane, the freeway meter queue blocks access to Edenvale.

The southbound left-turn demand (during the AM peak hour) at the US 101 southbound off-ramp will increase due to Edenvale development. This movement would experience significant delays during each of the project scenarios due to the existing congestion caused by the metering light on the northbound 101 loop on-ramp. Therefore, drivers would alter their times of commute to avoid such congestion. The table below indicates the expected times of heavy congestion for each of the scenarios during the AM peak hour. Heavy congestion at this location is considered to be operating conditions in which the volume of the critical movement (southbound left-turn) would be approximately at capacity of the movement. The capacity of the movement is considered to be one-half of the capacity of the metering light on the northbound US 101 loop on-ramp. Since the queue from the northbound loop on-ramp backs up to the southbound 101 off-ramp intersection, the capacity of this intersection is simply the capacity of the metering light. Furthermore, since the eastbound through movement alternates with the southbound left-turn, each can be considered to have half the capacity of the metering light. The attached graphs depict the peak spreading for each of the project scenarios. This analysis assumes that the ramp meter will operate from 7 AM to 9 AM and will be turned off at other times.

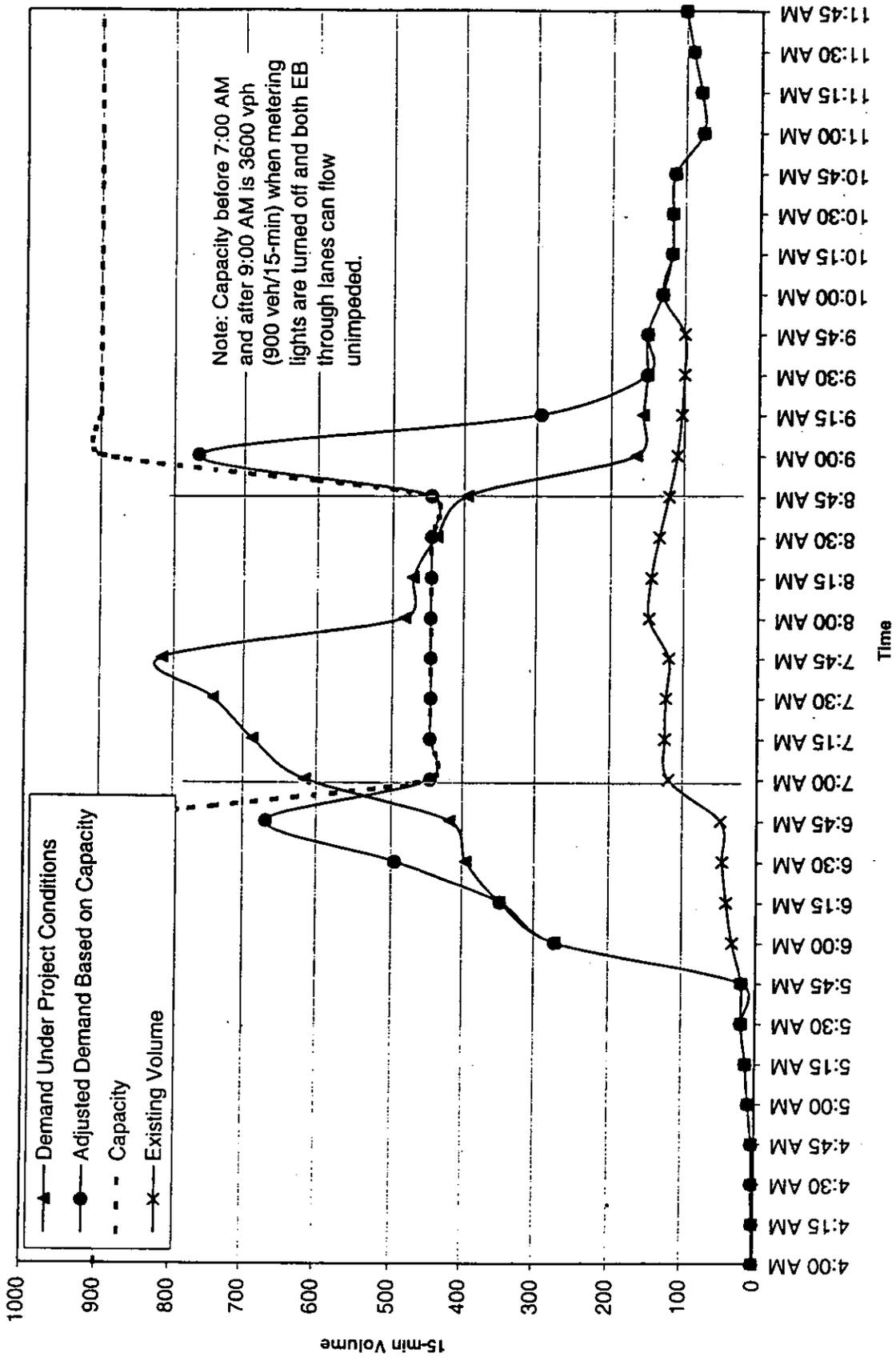
Periods of Heavy Congestion for the Southbound Left-turn at US 101 SB off-ramp and Hellyer Avenue

Development Level	Beginning of Congestion Period	End of Congestion Period
3.079 msf	7:00 AM	9:00 AM
3.385 msf	7:00 AM	9:00 AM
3.997 msf	7:00 AM	9:15 AM
4.795 msf (buildout)	7:00 AM	9:30 AM

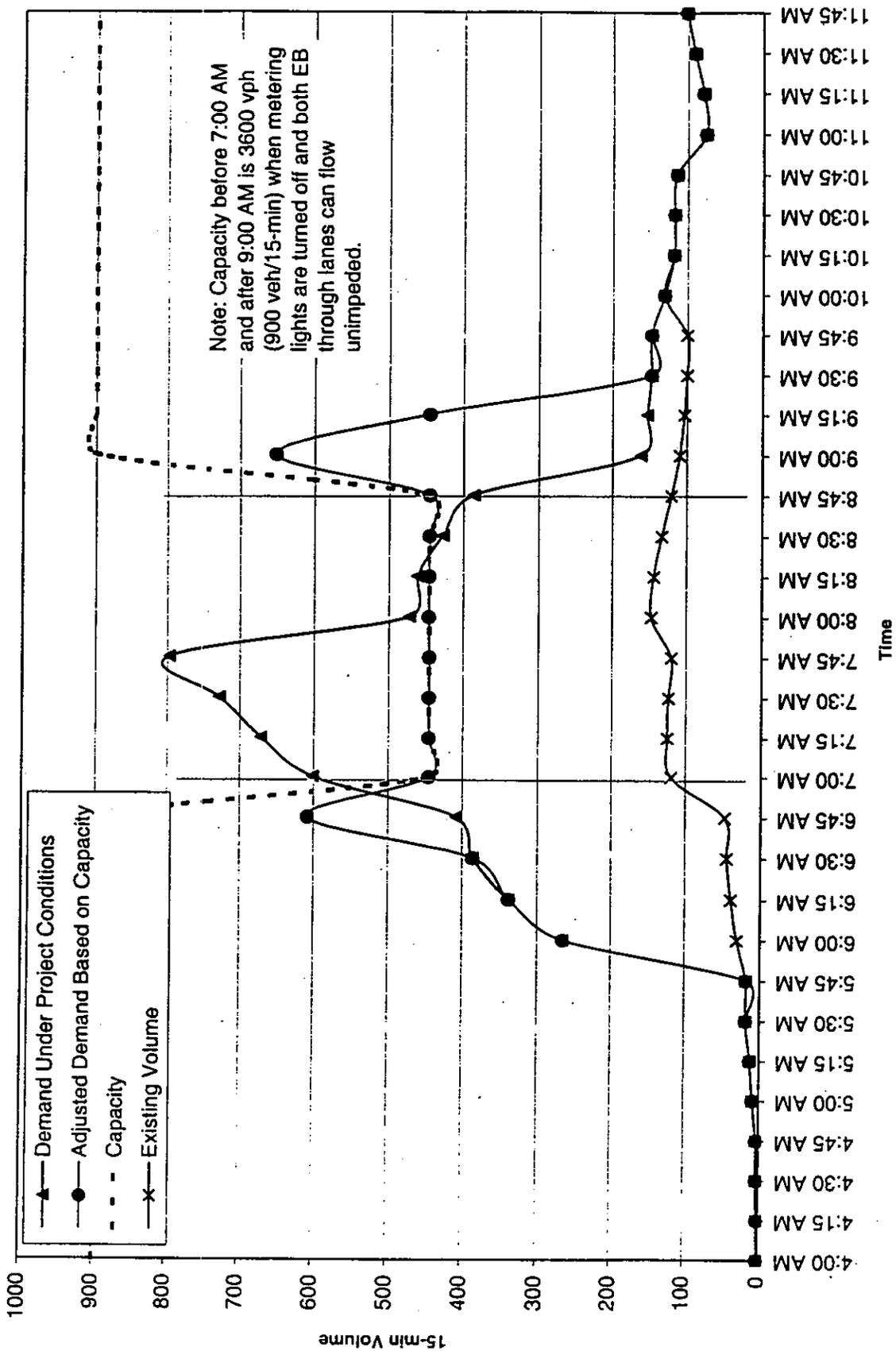
During these times, the eastbound queue on Hellyer Avenue would extend as far back as the Coyote-Hellyer County Park Entrance (700 ft), which is approximately at the 10-minute point, but would not go beyond. The

queue on the southbound 101 off-ramp would also be approximately 700 feet, which is approximately halfway back to the freeway main line.

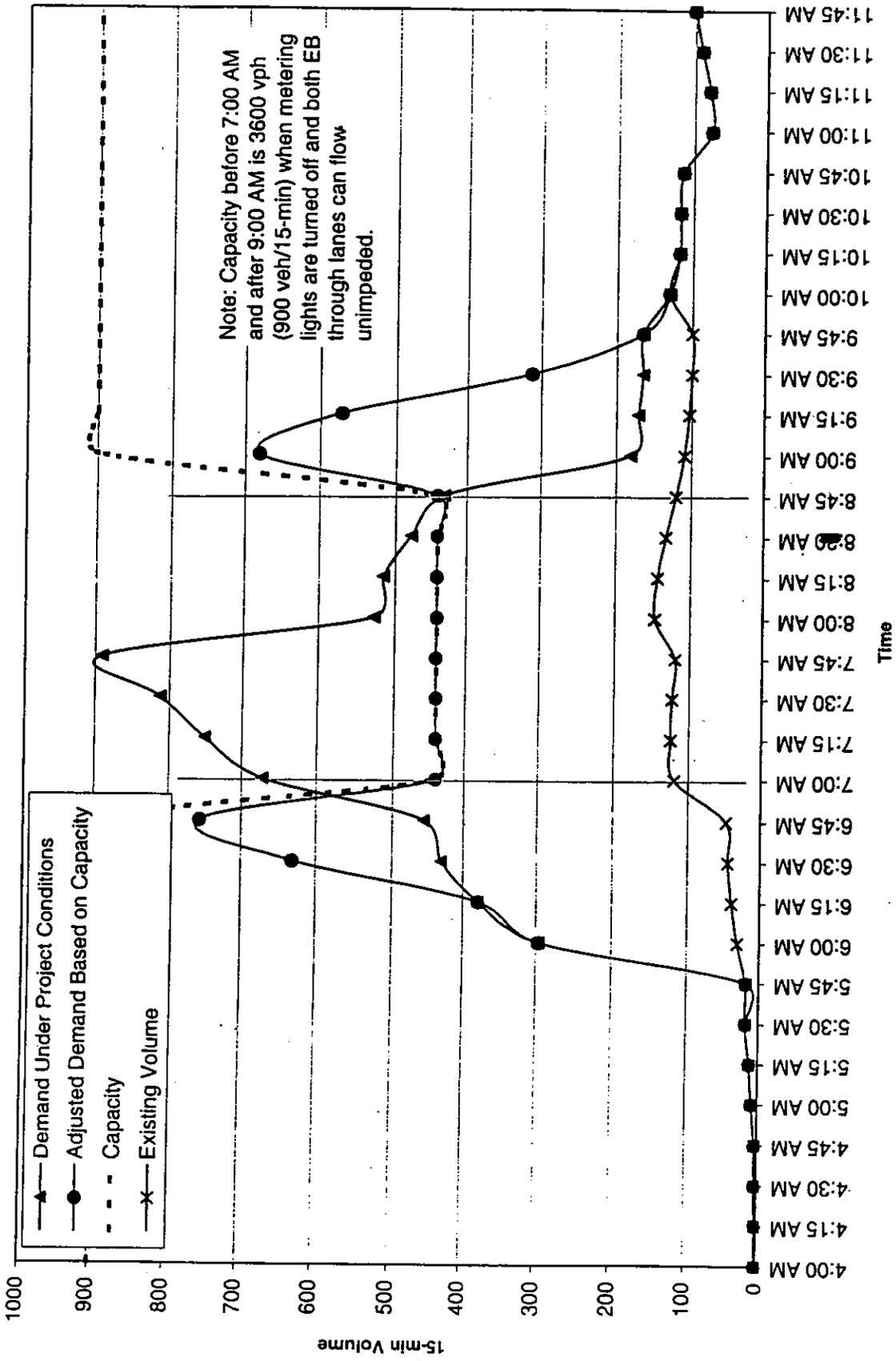
US 101 and Silver Creek Valley Rd - 3.385 msf (EB Through)



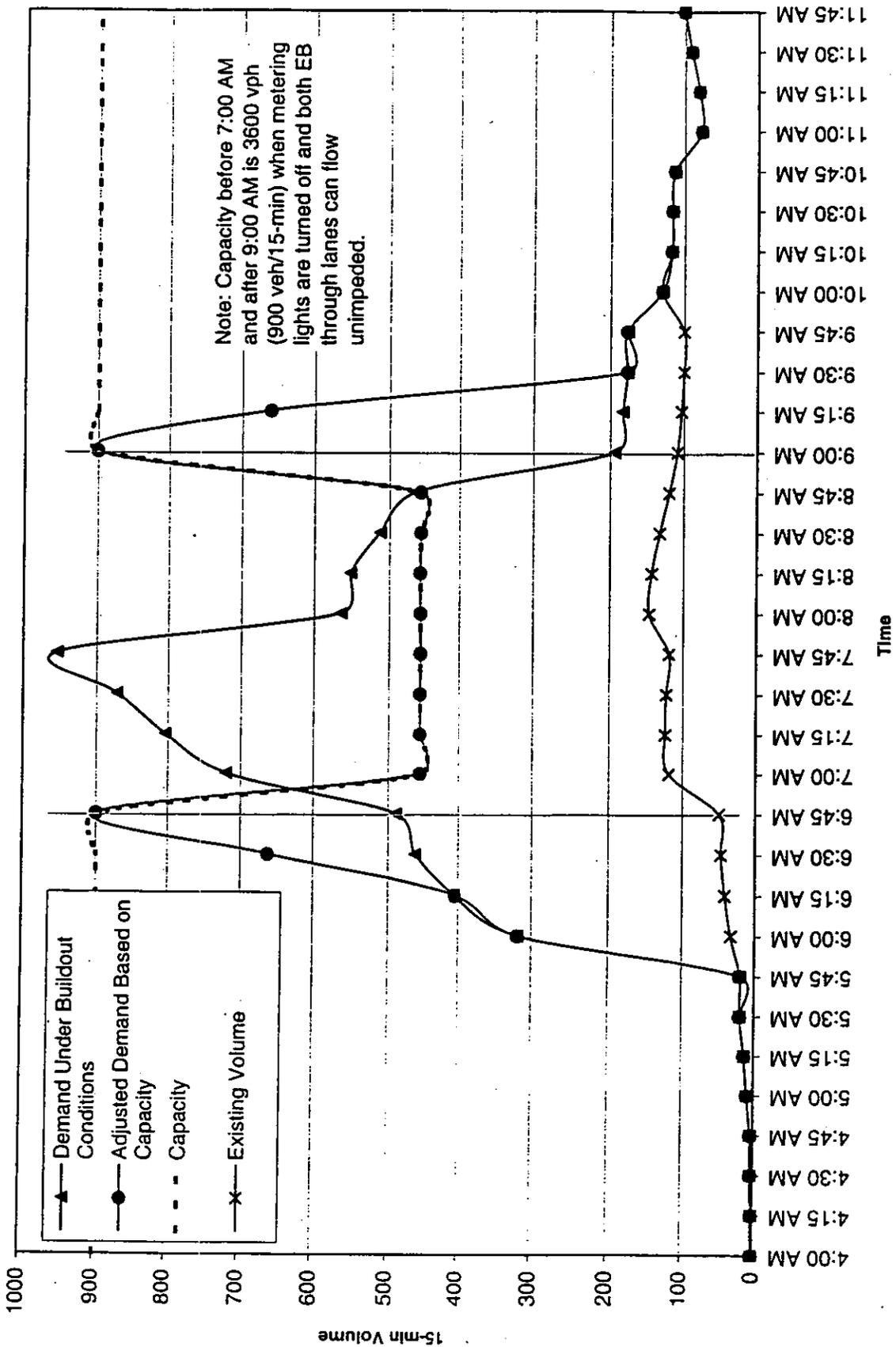
US 101 and Silver Creek Valley Rd - 3.079 msf (EB Through)



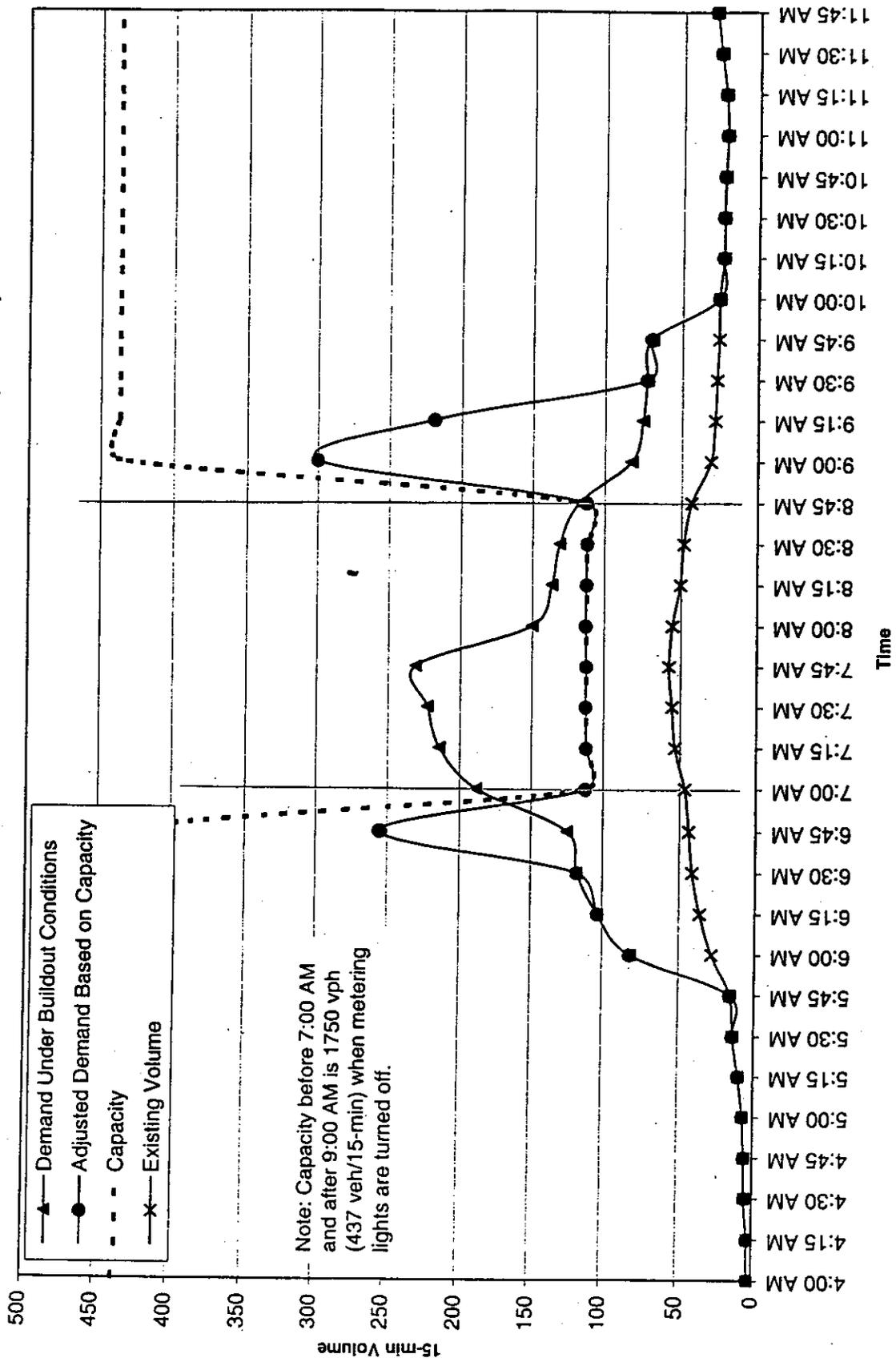
US 101 and Silver Creek Valley Rd - 3.997 (EB Through)



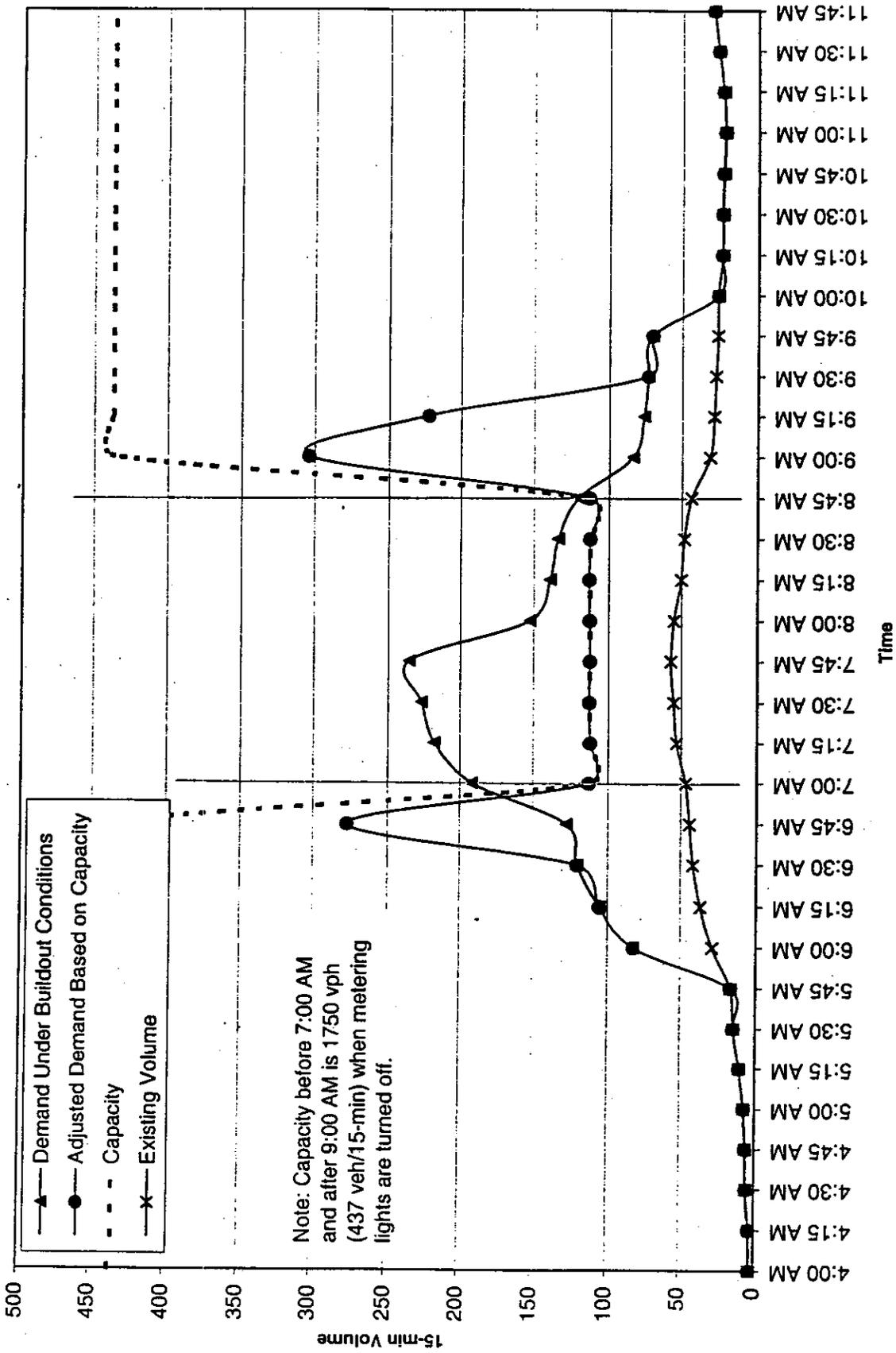
US 101 and Silver Creek Valley Rd - Buildout (EB Through)



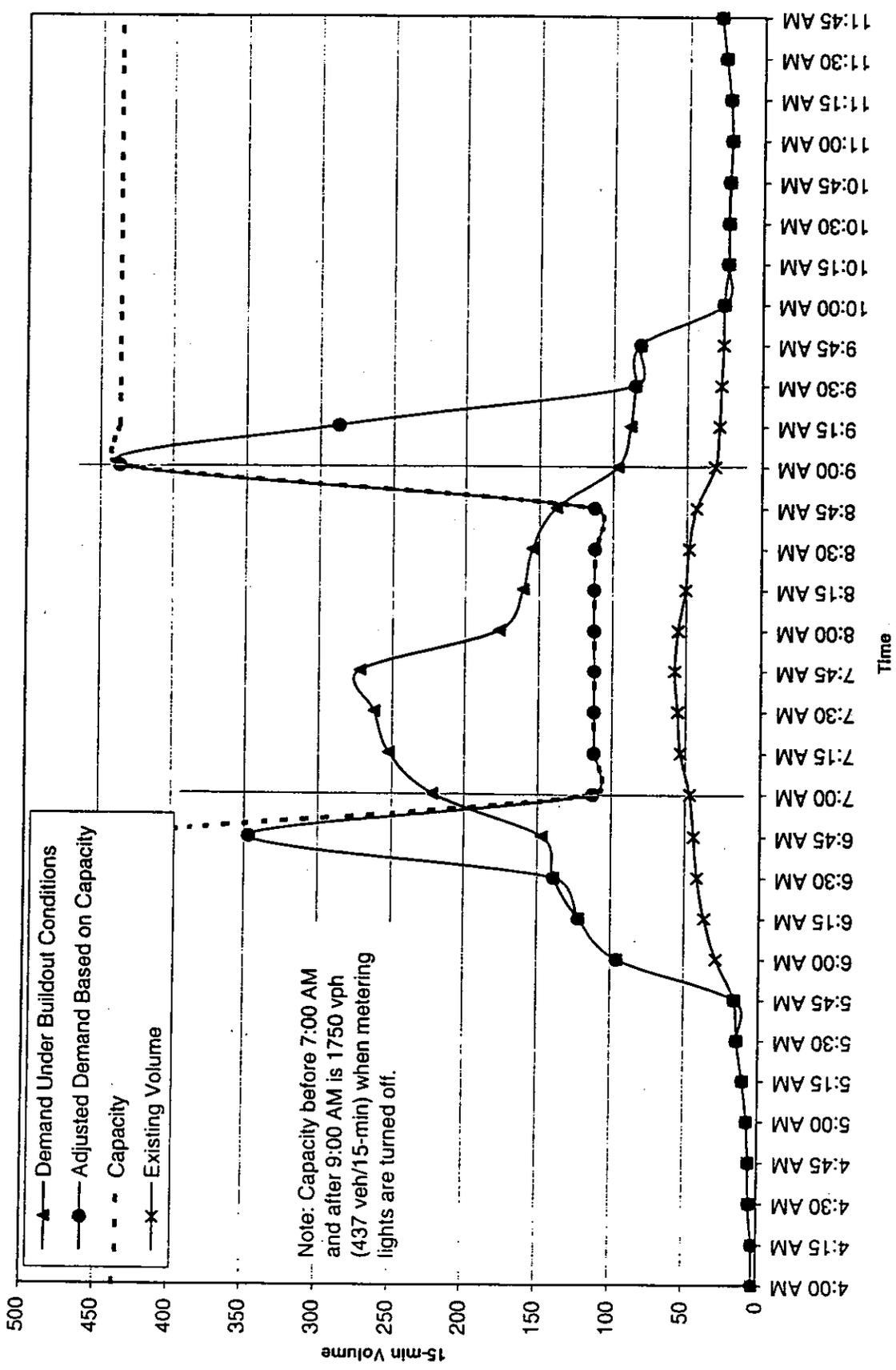
US 101 SB off-ramp and Hellyer Avenue - 3.079 msf (SB Left)



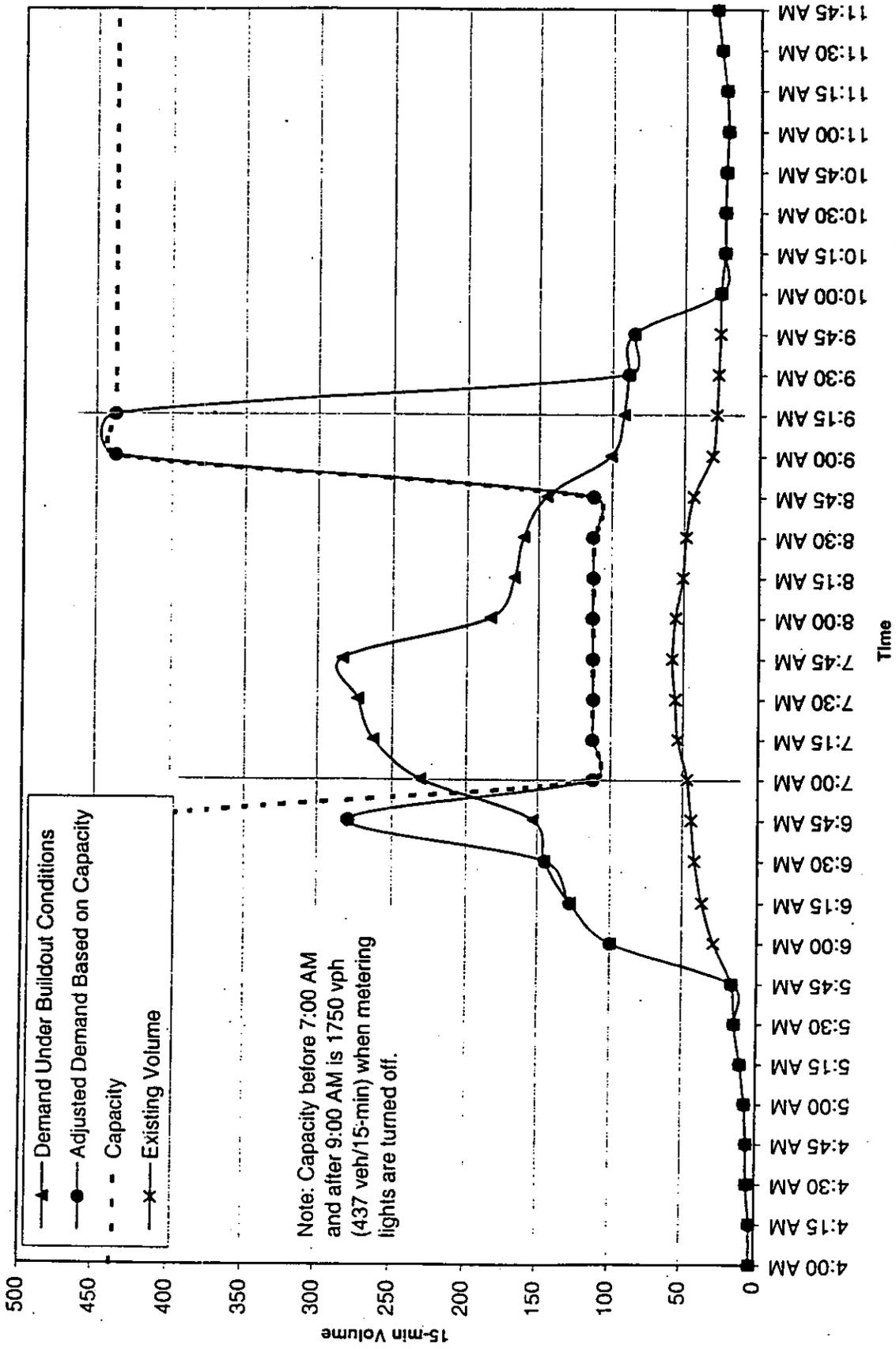
US 101 SB off-ramp and Hellyer Avenue - 3.385 msf (SB Left)



US 101 SB off-ramp and Hellyer Avenue - 3.997 msf (SB Left)



US 101 and Hellyer Avenue - Buildout (SB Left)





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MEMORANDUM TO: Harry Freitas, CSJ DPW Transportation Division
David Sykes, CSJ DPW Development Services Division
Ru Weerakoon, CSJ Redevelopment Agency

FROM: Stephen Hough
Gary Black

DATE: June 30, 2000

SUBJECT: *Effects of Traffic Displacement Caused by Edenvale Industrial Area Buildout Before the US 101 Gateway Improvements are Completed*

Introduction

This memorandum is intended to address the impacts of buildout of the Edenvale Industrial Area before the US 101 gateway improvements are completed. Buildout of the Edenvale Industrial Area before completion of the gateway improvements will affect traffic in the following ways. First, it will cause traffic conditions to worsen within the study area during the peak hours. These impacts were reported in the EIR. Second, it will cause traffic conditions to worsen within the study area during the shoulder periods of the peak hours. This effect is called *peak spreading* – an extension of the peak hours in response to congested conditions at the preferred travel times. These impacts were analyzed and reported in a previous memorandum. Third, it will cause traffic conditions to worsen in areas outlying the study area during the peak hours. This effect is called *traffic displacement* – the alteration of traffic patterns in response to congested conditions on the preferred routes. This type of impact is the subject of this memorandum.

Analysis Assumptions

The particularly heavy congestion on some surface streets in Old Edenvale occurs primarily from the capacity limitations imposed by the freeway ramp meters. Since, in this area, the ramp meters affect traffic conditions only during the AM peak hour, the analysis reported here pertains to AM peak-hour conditions.

The following assumptions were employed in the analysis of impacts due to displacement of existing traffic.

- The displacement will occur primarily due to congestion during construction at the US 101/Hellyer and US 101/Blossom Hill interchanges.
- The new Edenvale industrial (project) trips will not be displaced, because these trips have effectively no alternative to using the interchanges.
- All on-ramps to SR 85 and SR 87 are metered and have no capacity available to accommodate the displaced traffic. Therefore, the displaced traffic could not use SR 85 or SR 87. Similarly, the displaced traffic could not use other US 101 interchanges since these are all operating at capacity. The only option for displaced traffic is to use surface streets.

- The candidates for displacement are those existing trips for which the following apply:
 - a) The home end of the trip lies in old Edenvale,
 - b) The preferred route for the trip would include the US 101 interchanges,
 - c) The work end of the trip lies toward or near downtown San Jose, or involves use of I-280 into the west valley, such that surface streets would constitute a viable alternative to using US 101.

- The viable surface street travel alternatives include the following roadways:
 - a) Monterey Road
 - b) Almaden Expressway
 - c) Senter Road
 - d) McLaughlin Avenue

- Access to Almaden Expressway is provided by the following roadways:
 - a) Hillsdale Avenue and Foxworthy Avenue
 - b) Capitol Expressway (also provides access to Senter and McLaughlin)
 - c) Branham Lane
 - d) Blossom Hill Road
 - e) Santa Teresa Boulevard and Coleman Road

Interim Traffic Conditions with Displaced Existing Traffic

The magnitude and location of the displaced traffic were determined based on the previous general assumptions. The method for estimating the displacement is as follows. The existing traffic volumes on the subject ramps were obtained from Caltrans. The AM peak-hour volume on the northbound on-ramp from Hellyer is 810 vehicles, and the AM peak-hour volume on the northbound loop on-ramp from eastbound Blossom Hill is 1,850 vehicles. These volumes represent an average hourly AM peak-hour volume over several weekday mornings.

Step 1: Estimating the Magnitude of Displaced Traffic

It was assumed in this analysis that 20 percent of these ramp volumes would divert to surface streets to access the downtown area or I-280. It was also assumed that the vehicles diverting from the Hellyer interchange would originate from north of Branham Lane, and the vehicles diverting from the Blossom Hill interchange would originate from south of Branham Lane. From this it was estimated that a total of 530 vehicles (160 from Hellyer and 370 from Blossom Hill) would be displaced.

Step 2: Determining the Viable Alternative Routes

The routes used by the displaced vehicles were determined by first identifying the potential alternative routes and then establishing the capacity that would be available along these routes under future background conditions. Shown on Figure 1 are the major roadways connecting Old Edenvale to downtown and I-280. The available capacity along the routes was estimated based on intersection level of service at the major intersections along the routes. The background intersection levels of service were estimated using the latest available data on existing volumes and approved trips in the area (from March

2000). The AM peak-hour intersection levels of service under background conditions are shown on Figure 2.

Based on the estimated origins of displaced trips (i.e. Old Edenvale south or north of Branham Lane), the potential routes used by the displaced trips (see assumptions above), and the corridors where capacity would be available (LOS D or better through corridor – see Figure 2), the alternative routes were established. These are shown on Figure 3.

Step 3: Assigning the Displaced Traffic

The actual assignment of displaced traffic was established by distributing the displaced trips from their estimated origins to their destinations in accordance with the selected alternative routes identified in the previous step. The result is the volume of displaced traffic shown on Figure 4. The 530 displaced trips are assigned as follows: 100 trips to Senter Road, 340 trips to Monterey Road, and 90 trips to Almaden Expressway.

Step 4: Estimating Intersection Level of Service with Additional Displaced Trips

The effects of the traffic displacement were estimated using intersection level of service for the major signalized intersections located along the alternative travel routes. Shown in Table 1 are projected AM peak-hour levels of service for 20 intersections under background conditions and with the traffic displacement. The level of service results show that all 20 intersections would continue to operate at LOS D or better in the AM peak hour with the displacement of traffic that is expected to occur during reconstruction of the interchanges. Note that this analysis was designed such that no displaced traffic would be added to intersections operating at LOS E or F under background conditions: the rationale being that LOS E or F is an indication that no capacity is available, and traffic would not divert (be displaced) to routes where capacity is not available.

Summary and Conclusions

The estimated magnitude and location of the displaced traffic were determined based on the existing AM peak-hour traffic volumes on the US 101 northbound on-ramp from Hellyer (810 vehicles) and the US 101 northbound loop on-ramp from eastbound Blossom Hill (1,850 vehicles).

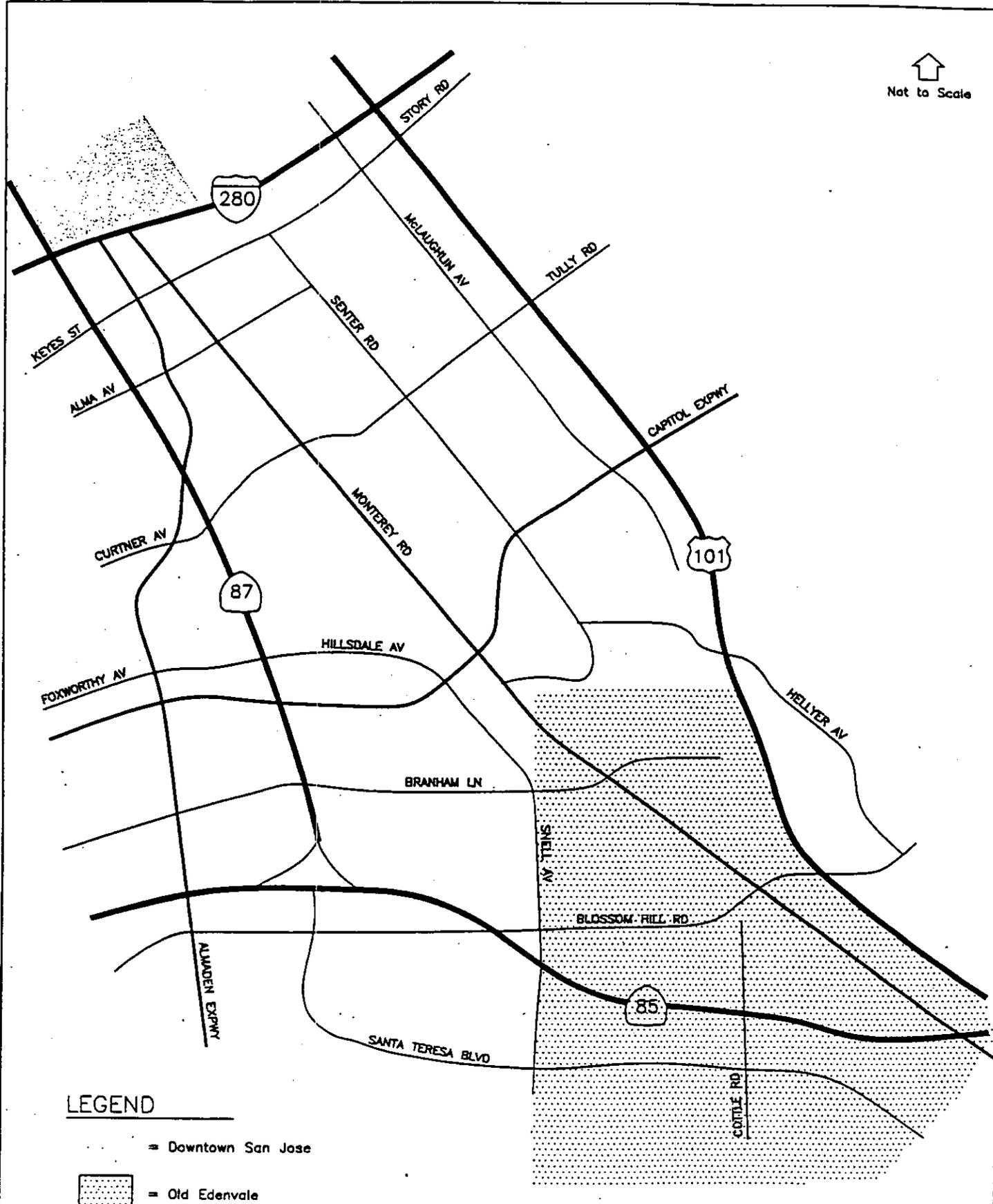
It was assumed that 20 percent of the existing AM volumes on the subject ramps would divert to surface streets to access the downtown area or I-280. From this it was estimated that a total of 530 vehicles (160 from Hellyer and 370 from Blossom Hill) would be displaced.

The 530 displaced trips were distributed to the surface streets as follows: 100 trips to Senter Road, 340 trips to Monterey Road, and 90 trips to Almaden Expressway.

The effects of the traffic displacement were estimated using intersection level of service for the major signalized intersections located along the alternative travel routes.

The level of service results show that all 20 intersections would continue to operate at an acceptable LOS D or better in the AM peak hour with the displacement of traffic that is expected to occur prior to reconstruction of the interchanges.

↑
Not to Scale



LEGEND

-  = Downtown San Jose
-  = Old Edenvale

OLD EDENVALE AND DOWNTOWN SAN JOSE

Figure 1

Hexagon
Transportation Consultants, Inc.

Edenvale

↑
Not to Scale

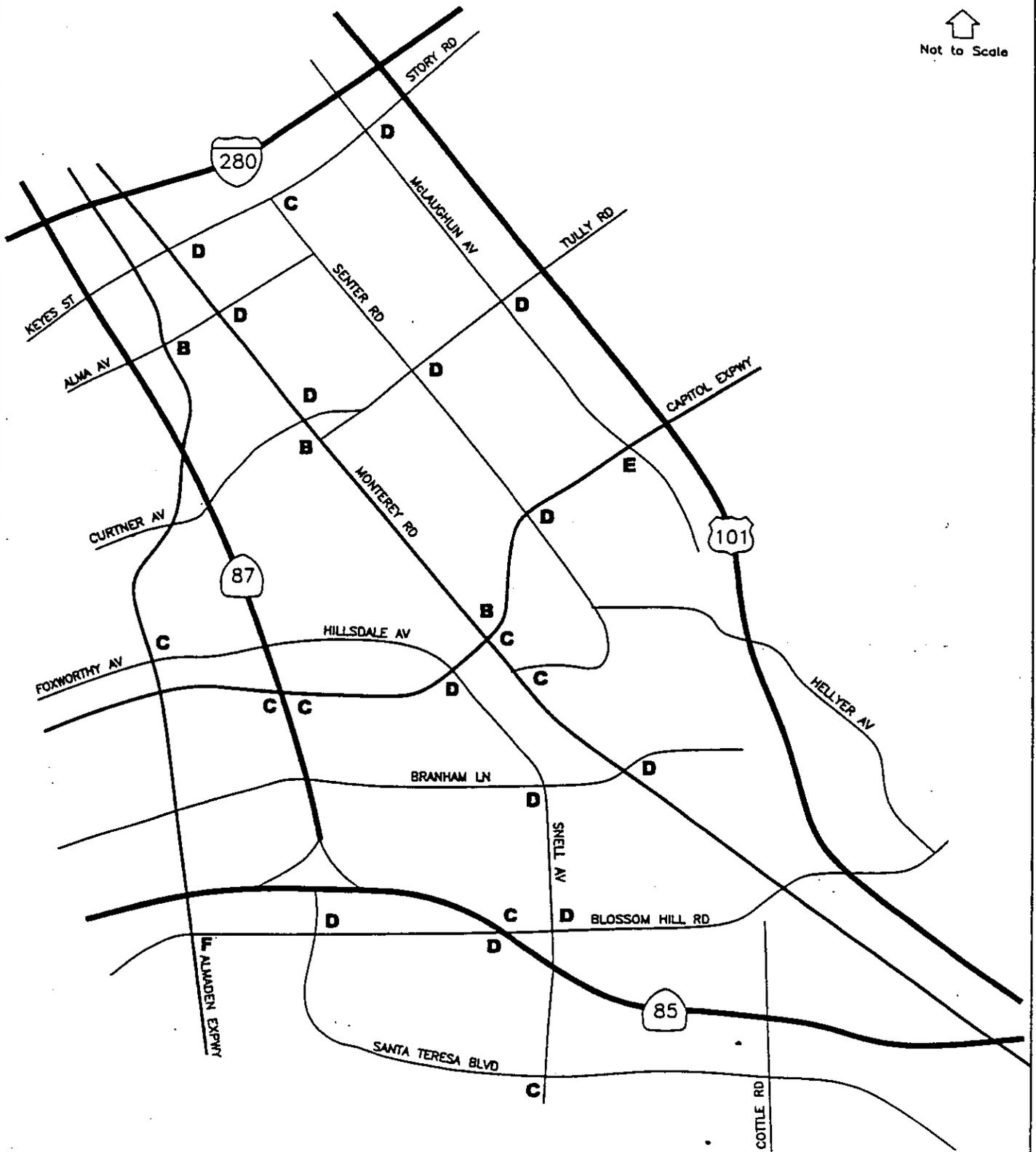
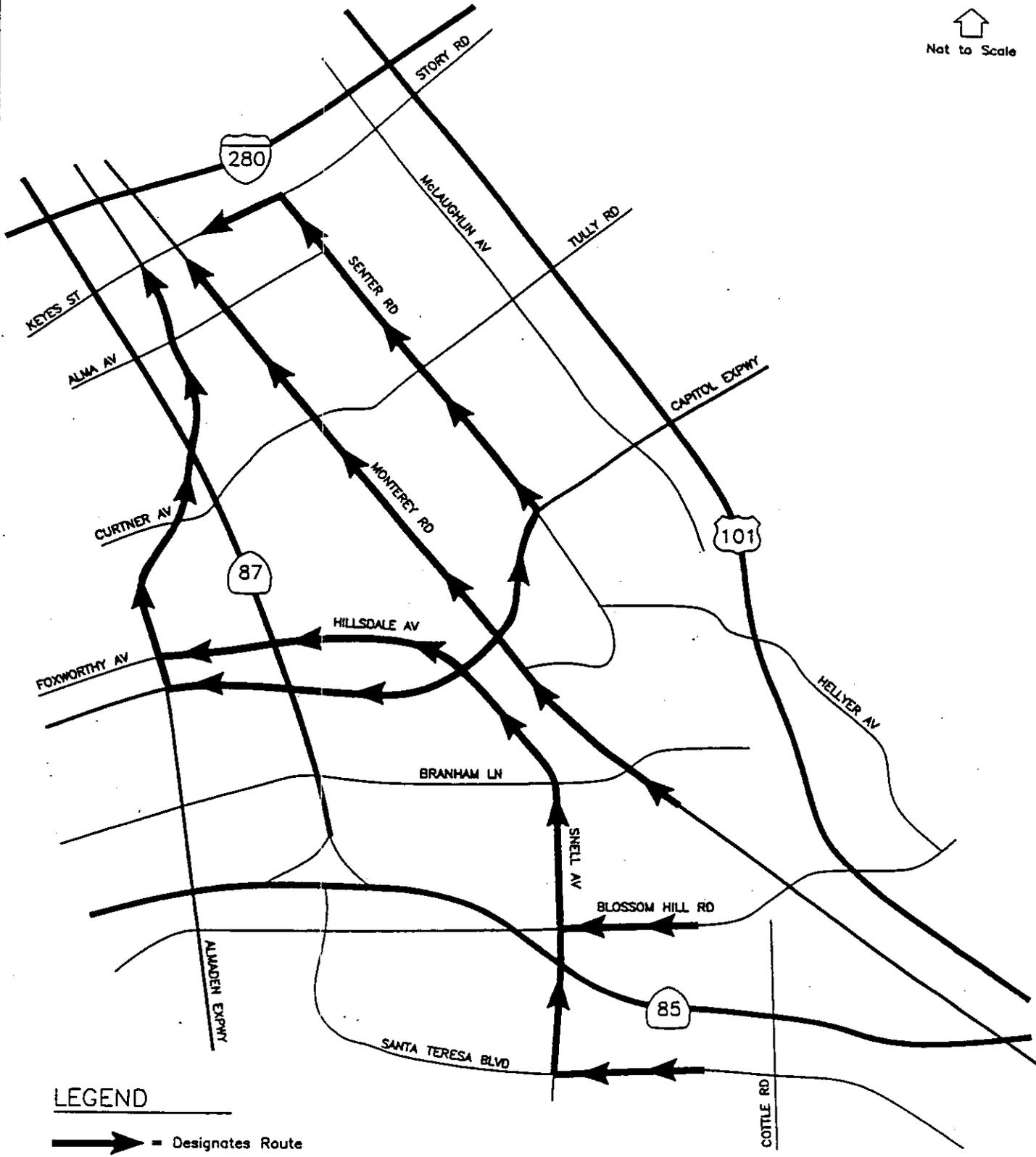


Figure 2
**INTERSECTION LEVEL OF SERVICE
UNDER BACKGROUND CONDITIONS
(AM PEAK HOUR)**

Edenvale

↑
Not to Scale



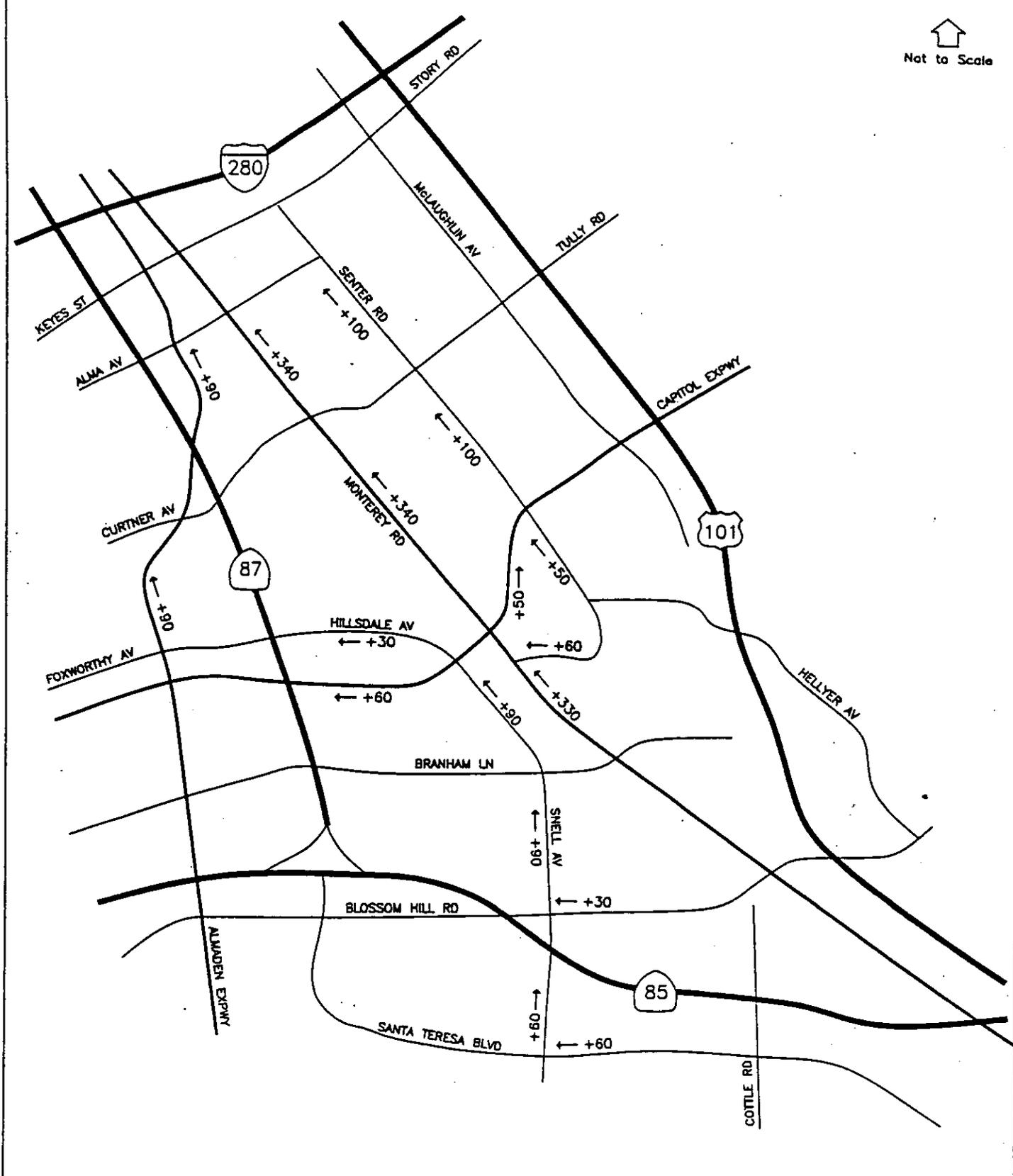
LEGEND

→ - Designates Route

Hexagon
Transportation Consultants, Inc.

Figure 3
**ALTERNATE ROUTES ON
SURFACE STREETS**
Edenvale

↑
Not to Scale



DISPLACED TRAFFIC UNDER EDENVALE BUILDOUT WITHOUT GATEWAY IMPROVEMENTS

Figure 4

Edenvale

Hexagon
Transportation Consultants, Inc.

Table 1 AM Peak-Hour Intersection Level of Service With Displacement of Existing Traffic Prior to Completion of Edenvale Gateway Improvements									
Location	Intersection	Background ¹		Delay	LOS	With Displacement			
		Delay	LOS			Delay	LOS	Added Traffic Per Movement	
Gateway into Old Edenvale	Monterey/Branham	30.7	D	31.2	D	WB Right +50 / NB Thru +280			
	Monterey/Senter	17.9	C	19.2	C	NB Thru +330 / WB Right +60			
	Monterey/Capitol (S)	24.6	C	29.5	D	NB Thru +340 / NB Right +50			
	Monterey/Capitol (N)	13.2	B	13.7	B	NB Thru +340			
	Branham/Snell	27.8	D	27.6	D	NB Thru +90			
	Blossom Hill/Snell	32.6	D	32.8	D	NB Thru +60 / WB Right +30			
Monterey Corridor	Santa Teresa/Snell	21.1	C	21.0	C	WB Right +60			
	Monterey/Umbarger	16.0	C	17.8	C	NB Thru +340			
	Monterey/Tully	6.6	B	7.1	B	NB Thru +340			
	Monterey/Curtner	30.6	D	32.6	D	NB Thru +340			
Senter Corridor	First/Alma	34.3	D	35.3	D	NB Thru +340			
	First/Goodyear	26.5	D	34.7	D	NB Thru +340			
	Capitol/Senter	37.7	D	38.6	D	NB Thru +50 / EB Left +50			
	Tully/Senter	28.7	D	29.0	D	NB Thru +100			
	Keyes/Senter	17.0	C	17.3	C	NB Left +100			
	Capitol/McLaughlin	45.1	E			No excess capacity in corridor			
McLaughlin Corridor	Tully/McLaughlin	33.3	D			No excess capacity in corridor			
	Story/McLaughlin	30.4	D			No excess capacity in corridor			
	Alma/Almaden	12.3	B	12.4	B	NB Thru +90			
	Foxworthy/Almaden	16.8	C	18.0	C	NB Thru +60 / WB Right +30			
Almaden Expwy Corridor	Branham/Almaden	n/a	n/a			No excess capacity in this part of corridor			
	SR 85/Almaden (N)	n/a	n/a			No excess capacity in this part of corridor			
	SR 85/Almaden (S)	n/a	n/a			No excess capacity in this part of corridor			
	Blossom Hill/Almaden	146.3	F			No excess capacity in this part of corridor			
	Coleman/Almaden	78.1	F			No excess capacity in this part of corridor			
	Capitol/Snell	37.4	D	38.2	D	NB Left +60 / NB Thru +30			
Capitol Corridor	Capitol/Narvaez/SR 85 (E)	22.0	C	21.9	C	WB Thru +60			
	Capitol/SR 85 (W)	19.4	C	19.1	C	WB Thru +60			
	Blossom Hill/SR 85 (E)	23.4	C			No excess capacity in this part of corridor			
Blossom Hill Corridor	Blossom Hill/SR 85 (W)	37.6	D			No excess capacity in this part of corridor			
	Blossom Hill/Santa Teresa	28.0	D			No excess capacity in this part of corridor			
Santa Teresa Corridor	Santa Teresa/Coleman	21.8	C			No excess capacity in this part of corridor			

Note: conditions are reported for intersections in area outlying Old Edenvale, along surface street alternative routes to US 101.
¹ Based on counts and ATI provided by city on March 6, 2000.

APPENDIX C

RESPONSES TO NOTICE OF PREPARATION



State of California - The Resources Agency

DEPARTMENT OF FISH AND GAME

http://www.dfg.ca.gov
POST OFFICE BOX 47
YOUNTVILLE, CALIFORNIA 94599
(707) 944-8500

CRAY DAVIS, Governor

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CITY OF SAN JOSE
PLANNING DEPARTMENT

August 24, 2000

Ms. Susan Walton
City of San Jose Planning
City Hall Annex, Room 400
801 North First Street
San Jose, California 95110-1795

Dear Ms. Walton:

Edenvale Redevelopment Plan-Policy Revision
Notice of Preparation (NOP)
Supplemental Environmental Impact Report (SEIR)
SCH Number 1996052098, Santa Clara County

Department of Fish and Game personnel have reviewed the NOP of a SEIR for the Edenvale Redevelopment Plan-Policy Revision Project. The project would allow construction of approximately five-million square feet of industrial space and related infrastructures in southern San Jose adjacent to the Monterey Highway and Highway 101. We believe that the following issues need to be addressed in the SEIR.

Plant and wildlife species that are present or dependent upon potentially impacted habitats need to be identified in the SEIR. Particular attention needs to be paid to State- and Federally-listed and candidate species and unlisted species whose status is of regional concern. The California Natural Diversity Data Base (NDDB) and the California Native Plant Society should be consulted to identify sensitive species that have been documented in the area. Consultation with the NDDB should not preclude or substitute for qualitative and/or quantitative field surveys.

Sensitive species that are likely to occur in this vicinity include the western pond turtle (*Clemmys marmorata*), California tiger salamander (*Ambystoma californiense*), California red-legged frog (*Rana aurora draytonii*), burrowing owl (*Athene cunicularia*), several diurnal raptors, and several sensitive bat species. Serpentine grassland, a sensitive habitat type known to exist in this portion of Santa Clara County, is host to a number of

Conserving California's Wildlife Since 1870

Ms. Susan Walton
August 24, 2000
Page Two

sensitive species, including the bay checkerspot butterfly (*Euphydryas editha bayensis*) and a number of serpentine-dependent plants. If serpentine soils are found on the project site, potential impacts to serpentine grassland and associated sensitive species need to be considered. Impacts to any rare, threatened, endangered species, or California species of special concern must be addressed and appropriate surveys conducted by a qualified biologist. Details regarding specific survey protocol can be obtained from this Department. Impacts to these species and their habitats should be avoided. Impacts which are unavoidable must be identified and appropriate mitigation provided.

The burrowing owl is known to occur in grasslands of Santa Clara County. There are two types of mitigation necessary for any impacts to burrowing owls, mitigation for the loss of burrowing owl breeding and foraging habitat, and mitigation to avoid "take" of individual burrowing owls and their nest sites. In order to determine whether or not owls breed on or near a specific project site, a burrowing owl survey must be conducted according to the survey guidelines described in the Burrowing Owl Survey Protocol and Mitigation Guidelines (Burrowing Owl Consortium, 1993). If suitable nesting or foraging habitat is found on the project site, surveys need to be conducted on at least four days between April 15 and July 15. If burrowing owls are observed during surveys, the extent of burrowing owl habitat on the site should be delineated by a qualified ornithologist. If burrowing owls are found on the project site, we recommend that the project be reconfigured to allow impact avoidance. If impacts to burrowing owl habitat cannot be avoided, we recommend that a minimum of six and one-half acres of off-site habitat be preserved for each pair of owls or each unpaired owl impacted by the project. At least two enhanced or artificial burrows need to be provided for each burrow impacted. Land identified to off-set impacts to burrowing owls must be protected in perpetuity either by a conservation easement or fee title acquisition. Burrowing owl mitigation lands should be identified within the San Jose area.

Mitigation for "take" of individual burrowing owls and their nest sites is fulfilled by conducting a pre-construction survey for the species, no more than thirty days prior to construction. Pre-construction surveys must be conducted according to the guidelines referenced above. Pre-construction survey results must be submitted to the Department for review and approval. It

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is unlawful to take, possess, or destroy burrowing owls, their nests, or their eggs, pursuant to Section 3503.5 of the Fish and Game Code and the Federal Migratory Bird Treaty Act. For this reason, any impacts to the species during the breeding season (February 1 to August 31) must be avoided. If there are construction activities proposed during the owl breeding season, and if burrowing owls are observed on, or within, 250 feet of a project site during pre-construction surveys, a 250-foot protective buffer must be established with the placement of a barrier fence which shall remain in place for the duration of the breeding season. If pre-construction surveys are conducted during the non-breeding season and burrowing owls are observed on the site, the Department will authorize owl eviction only after the habitat mitigation plan and mitigation agreement have been finalized.

It is the policy of this Department that a project should cause no net loss of either wetland acreage or wetland habitat value. We recommend impacts to creeks be avoided where possible. Impacts would include, but are not limited to, road crossings, culverts, channelization and rip rap. If improvements to creeks must be made due to increased run-off and potential flooding or to catch sediments, retention basins would be preferable to channelization of the entire stream. In areas which must be channelized, we recommend the channel be oversized in order to allow for vegetation along both banks. For impacts to riparian habitat that cannot be avoided, we recommend a minimum mitigation ratio of 3:1, based on creation of in-kind acreage of equal or better habitat value. Replacement of habitat acreage at a lower ratio may be appropriate if the replacement is completed prior to the destruction of the original habitat. Any revegetation plans should use native species, with seeds or cutting collected on-site.

The Department recommends a minimum 100-foot buffer, measured outward from the top of each creekbank, be established to protect the creek and its vegetation, and to provide a travel corridor for wildlife. No roads, buildings, or yards should be permitted within the buffer. Pedestrian trails should be located along the outside edge of the riparian vegetation.

The Department has direct jurisdiction under Fish and Game Code sections 1601-03 in regard to any proposed activities that would divert or obstruct the natural flow or change the bed, channel, or bank of any stream. We recommend early consultation

Ms. Susan Walton
August 24, 2000
Page Four

since modification of the proposed project may be required to avoid impacts to fish and wildlife resources. To avoid unnecessary delays, formal notification under Fish and Game Code sections 1601-03 should be made after all other permits and certifications have been obtained. Work cannot be initiated until a Streambed Alteration Agreement is executed.

A recent court order requires the Department, prior to entering into a 1600 agreement, to conduct an environmental review pursuant to the California Environmental Quality Act (CEQA). Therefore, because of the additional process required under CEQA which includes minimum document circulation periods, we are no longer restricted to issuing agreements within 30 days. We will still attempt to issue these as soon as possible but, at this time, we are not certain how long it will take to process these applications.

The U. S. Army Corps of Engineers (Corps) also has jurisdiction over the discharge of fill to streams and wetlands under Section 404 of the Clean Water Act. We recommend that the Corps be contacted to determine if they have jurisdiction and if they require a permit.

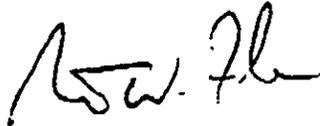
The SEIR should discuss the amounts and effects of urban runoff and how these can be mitigated. A policy should be included to require installation and maintenance of oil/grease separators in storm drains. Annual maintenance of the separators, as well as a sweeping program for parking lots should be required.

Impacts to all sensitive species and their habitats should be avoided. Specific measures to adequately mitigate unavoidable impacts, including cumulative ones, need to be incorporated into project design prior to certification of the SEIR. A monitoring program, as required by Assembly Bill 3180, must ensure that mitigation measures are effective and must provide for corrective action if they are not effective.

Ms. Susan Walton
August 24, 2000
Page Five

Thank you for the opportunity to comment on this project. We request that subsequent documents related to the project be submitted to this Department for our review. If you have any questions regarding our comments, please contact Martha Schauss, Associate Wildlife Biologist, at (831) 623-4989; or Carl Wilcox, Habitat Conservation Manager, at (707) 944-5525.

Sincerely,



Robert W. Floerke
Regional Manager
Central Coast Region

cc: State Clearinghouse



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AUG 14 2000

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COMMISSION

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Web site: www.mtc.ca.gov

CITY OF SAN JOSE
PLANNING DEPARTMENT

August 11, 2000

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Santa Clara County

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and Housing Agency

Lawrence D. Dubois
Executive Director

Steve Heminger
Deputy Executive Director

Ms. Susan Walton
City of San Jose
Department of Planning
Building & Code Enforcement
City Hall Annex, Room 400
801 N. First Street
San Jose, CA 95110-1795

Re: NOP of a SEIR for the Edenvale Redevelopment Project

Dear Ms. Walton:

This letter sets forth the Metropolitan Transportation Commission's (MTC) staff comments and recommendations on the transportation system impact analysis that will be included in the Draft Supplemental EIR (SEIR) for the Edenvale Redevelopment Project. The SEIR will evaluate the impacts of revising the Area Development Policy to allow up to 5 million square feet of new industrial uses and to modify the development triggers to allow industrial development to proceed prior to approval and completion of the identified "gateway" transportation improvements.

- 1. Network Assumptions.** MTC's 1998 *Regional Transportation Plan (RTP)*, required by state and federal law, is a blueprint to guide the region's transportation development for a 20-year period. It is based on projections of growth and travel demand coupled with financial projections. Only major roadway and transit projects that are in the RTP should be included in the modeling or traffic analysis of the transportation network in the SEIR unless it can be shown that they can be fully funded from other sources than those assumed in the RTP. Inclusion of projects *not* in the RTP would not provide a realistic analysis of traffic impacts.
- 2. Transportation System Impact Analysis.** The SEIR should identify assumptions and methodology used for transportation impact analysis. It should identify the population and employment projections used, as well as the transportation model used and the trip generation, distribution, modal split, and assignment equations in the model. The SEIR should provide data supporting the choice of travel behavior assumptions.

The SEIR should also present detailed traffic information for all freeway and arterial segments. This information should include volume to capacity ratios and level of service with implementation only of fully funded transportation projects. The analysis should present a long-term view of project impacts. A table illustrating the traffic impacts and level of development under each EIR alternative would be helpful for comparative purposes.

Ms. Susan Walton
Response to NOP of SEIR for Edenvale Redevelopment Project
August 11, 2000 Page 2 of 2

3. **Mitigation Measures.** Since industrial development would be allowed prior to completion of major roadway improvements such as improvements to US 101 interchange at Blossom Hill, to US 101 interchange at Hellyer Avenue, and widening of the Silicon Valley Boulevard Bridge Phase II, the adequacy of mitigation measures proposed should be addressed in the SEIR. It would be helpful if the SEIR also discusses the criteria that were used to determine the adequacy of those mitigation measures. The SEIR should also describe the time frame for implementation, financial program, responsible party, and traffic impacts of each mitigation measure.
4. **Long-Term & Cumulative Impacts.** The SEIR should address the long-term and cumulative traffic impacts of the project at buildout.

Thank you for the opportunity to comment on the NOP for the SEIR. I look forward to receiving the Draft and Final SEIR, including responses to our comments. If you have any questions, call me at 510.464.7809.

Sincerely,


Ashley Nguyen
Environmental Review Officer

cc: ABAG Clearinghouse
MTC Chair J. Beall & Commissioners J. McLemore, C. Powers

C:\My Documents\environmental review\edenvale-nop-seir.doc

Water District



3750 ALMADEN EXPWY
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August 30, 2000

Ms. Susan Walton
Department of Planning, Building
and Code Enforcement
City of San Jose
City Hall Annex, Room 400
801 North First Street
San Jose, CA 95110-1795

Dear Ms. Walton:

Subject: Edenvale Redevelopment Project

The Santa Clara Valley Water District (District) has reviewed the Notice of Preparation of Supplemental Environmental Impact Report (EIR) for the subject project, received on August 3, 2000. The project proposes to increase the amount of industrial development in the New Edenvale area from 4.8 million square feet, as discussed in the March 2000 EIR, to 5 million square feet and to allow the development of the 5 million square feet of industrial uses to occur prior to the approval and completion of identified "gateway" transportation improvements. The following issues should be discussed in the Supplemental EIR.

The hydrology report in the March 2000 EIR should be revised to address the proposed increase in total future developed areas. The increased runoff from the additional proposed development and its impacts to downstream flooding should be addressed and mitigated for if necessary. The Supplemental EIR should also discuss the timing of the proposed detention facilities used to mitigate for the increased runoff from development of the New Edenvale Area in relation to the timing of the proposed development. Should development be allowed prior to completion of the area-wide detention facility, then temporary mitigation for the increases in runoff from individual developments will need to be implemented until such time that the regional facilities are completed.

Water quality impacts and their construction and post-construction mitigation measures should also be discussed for the increased industrial development.

Additionally, please include amended project maps that clearly delineate the location (including planning subarea) of the new 200,000 square feet of development area.

We look forward to reviewing the Supplemental EIR when it is completed.

If you have any questions, please contact Ms. Yvonne Arroyo at (408) 265-2607, extension 2319.

Sincerely,

Sus A. Tippetts, P.E.
Engineering Unit Manager
Community Projects Review Unit

The mission of the Santa Clara Valley Water District is a healthy, safe and enhanced quality of living in Santa Clara County through the comprehensive management of water resources in a practical, cost-effective and environmentally sensitive manner.





August 30, 2000

City of San Jose
Department of Planning, Building and Code Enforcement
801 North First Street
San Jose, CA 95110

Attention: Susan Walton

Subject: File No.: PP00-07-107 / Edenvale Supplemental Environmental Impact Report - Notice of Preparation

Dear Ms. Walton:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Notice of Preparation (NOP) of a Supplemental Environmental Impact Report (SEIR) for the Edenvale Redevelopment Project, which was received on August 2, 2000. This project would allow up to 5 million square feet of new industrial uses and would modify the development triggers to allow industrial development to proceed prior to approval and completion of the identified "gateway" transportation improvements in the New Edenvale area. New Edenvale is located east of US 101 and is generally bounded by Coyote Creek, Hellyer Avenue, the east foothills, and Silicon Valley Boulevard (formerly Tennant Avenue).

VTA has provided comments on the NOP and Draft EIR for a similar project in New Edenvale, which involved 4.8 million square feet of new industrial uses, in letters dated November 5, 1999, and May 11, 2000 (see attached). In general, VTA reiterates the following comments and concerns indicated in our previous letters and requests that they be addressed in the current EIR.

- Impacts on VTA's transit services, facilities, and property.
- Inclusion of critical transit improvements in the list of projects funded by the proposed assessment district.
- Participation in VTA's Eco Pass Program.
- Impacts on bicycle facilities.
- Inclusion of Branham Lane Overcrossing in the list of projects funded by the proposed assessment district.

Moreover, we have additional concerns regarding the proposal to allow development to proceed prior to the approval and completion of transportation improvements. The development triggers are intended to ensure that the necessary transportation improvements are in place when development occurs. The proposed modification to this policy seems to be counter to the spirit of such triggers.

City of San Jose
August 30, 2000
Page 2

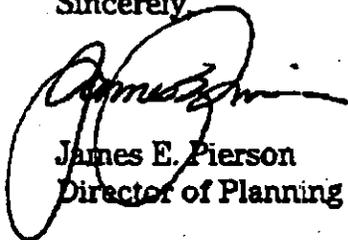
As a result, VTA requests that the Supplemental EIR address the scenario in which development occurs before the identified transportation improvements are constructed. If it is found that deficiencies on the Congestion Management Program (CMP) network would result, VTA may declare the City in non-conformance with the CMP, and require that aggressive Transportation Demand Management (TDM) actions be taken in order to reduce the number of new trips generated by the new development until the improvements are constructed.

Therefore, VTA also requests that the SEIR include the development *and analysis* of an aggressive TDM program for the Edenvale area whose aim would be to reduce the number of newly generated trips to the point at which no deficiencies occur. VTA recommends that the TDM program at least include:

- Direct parking charges for employees to park on-site.
- Parking Cash-out or other direct financial incentive to employees not to park on-site.
- Shuttle connections to transit and services.
- Bicycle and pedestrian access over US 101 at Branham Lane or mid-way between Hellyer Avenue and Silver Creek Valley Road.

VTA appreciates the opportunity to review this project. If you have any questions, please call Christina Jaworski of my staff at (408) 321-5751.

Sincerely,



James E. Pierson
Director of Planning & Development

JEP:CTJ:kh

cc: Cindy Chavez, VTA Board of Directors
Ron Gonzales, VTA Board of Directors
Charlotte Powers, VTA Board of Directors
Alice Woody, VTA Board of Directors
Linda J. LeZotte, VTA Board of Directors
Peter M. Cipolla, General Manager
James R. Derryberry, Director of Planning, City of San Jose
Timm Borden, San Jose Public Works Department
Michael P. Evanhoe, Director of Congestion Management and Highway Programs



November 5, 1999

City of San Jose
Department of Planning, Building and Code Enforcement
801 North First Street
San Jose, CA 95110

Attention: Julie Caporgno

Subject: File No.: PP99-10-198 / Edenvale Redevelopment Project Area
Notice of Preparation of Supplemental Environmental Impact Report

Dear Ms. Caporgno:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Notice of Preparation of the Supplemental Environmental Impact Report (SEIR) for the Edenvale Redevelopment Plan. The plan area consists of approximately 2,312 acres and is located in South San Jose. The plan area includes "Old Edenvale" which is located west of US101 and "New Edenvale" which is located east of US101.

The proposed project includes the following elements:

- Buildout of the Edenvale Redevelopment Project Area that will allow the construction of approximately 8 million square feet of industrial uses.
- Area Development Policy that will allow industrial development to proceed with temporary or short-term congestion while major gateway and local infrastructure improvements are being planned.
- Formation of an Improvement District and Community Facilities District to pay for major roadway and other local improvements in the project area.
- Storm Detention Facility to construct a new flood control basin located on the west side of the new Hellyer Avenue extension.

We have the following comments:

VTA Services and Facilities

In the plan area, VTA operates transit services, maintains transit facilities, and owns property. Santa Teresa Light Rail Transit (LRT) Station is the terminus of the Guadalupe LRT Line. It is served by frequent light rail service and is a key transfer point for the bus

City of San Jose
November 5, 1999
Page 2

system. Blossom Hill Caltrain Station is also in the Edenvale Plan Area and is served by eight peak hour trains. The following bus lines operate in the plan area:

- Line 67: South San Jose to Tamien
- Line 68: Gilroy to Downtown San Jose
- Line 102: Express service from South San Jose to Palo Alto
- Line 122: Express service from South San Jose to Lockheed
- Line 304/304A: Limited stop service from South San Jose to Mountain View
- Line 501: Express service from Palo Alto to IBM
- IBM Shuttle: Santa Teresa LRT to IBM

VTA also owns one of the largest vacant pieces of land in the Old Edenvale Area around the Santa Teresa LRT Station.

The SEIR should address the impacts of the proposed project on these services, facilities, and properties.

Transit Improvements

Considering the congestion that is anticipated as part of this project, transit should be considered as an important mitigation measure for the short-term and long-term traffic and air quality impacts associated with this project.

As a result, VTA appreciates the efforts of City of San Jose and Redevelopment Agency staff to incorporate transit improvements in the area of New Edenvale (Area 3) bounded by Silver Creek Valley Road, Coyote Creek, Silicon Valley Boulevard/Tennant Avenue, and Piercy Road. Attached for your information is a copy of VTA's letter with our comments concerning bus stop infrastructure improvements for Edenvale Area 3.

A strong need remains for regular bus service in Old Edenvale and the part of New Edenvale north of Silver Creek Valley Road. VTA staff has received several requests for transit service in these areas. However, lack of infrastructure and connectivity are major barriers to operating regular bus service in these areas. Consequently, VTA recommends that critical transit improvements be included in the list of projects to be funded by the proposed assessment districts.

In addition, employer contributions to shuttle service from both LRT and Caltrain stations should also be considered as applications for specific development projects are submitted.

City of San Jose
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Participation in VTA's Eco Pass Program

Given the magnitude of the project and its proximity to transit service, we urge that the project participate in VTA's Eco Pass program to reduce traffic and air quality impacts. Eco Pass is an annual transit pass that employers purchase for all their employees at deeply discounted rates. With Eco Pass, employees may ride any VTA bus or light rail vehicle seven days a week. VTA's Eco Pass program has been a major incentive for increased transit use by employees of participating employers in Santa Clara County. This program is very effective in attracting transit users. It likely will prove effective in reducing the traffic and air quality impacts of this project.

Branham Lane Overcrossing

The San Jose 2020 General Plan's Land Use/Transportation Diagram indicates an interchange at Branham Lane and US101. However, this roadway project is not included in the Edenvale SEIR Project Description. VTA supports efforts to increase connectivity, and thus supports the inclusion of a Branham Lane overcrossing of US101. The Branham Lane overcrossing may provide an alternate travel route for those living near the Edenvale area and reduce the area's overall traffic level of service. VTA suggests adding this transportation project to the list of planned improvements.

Transportation Infrastructure Projects

The Edenvale SEIR Project Description lists several roadway projects for the Edenvale area. Some projects consist of "full street improvements", and some consist of "half street improvements". VTA requests that the SEIR provide a detailed description of these improvements.

VTA also requests that any street improvements include the provision of sidewalks and bicycle lanes.

Defining the Transportation Network

The Edenvale area's street network currently suffers from low connectivity. There are few streets, sidewalks or paths and therefore, few options for getting into, out of, and around within, the Edenvale area. The Edenvale SEIR Project Description lists several roadway projects for the Edenvale area. All of these projects appear to be aimed at widening roads and installing traffic signals.

City of San Jose
November 5, 1999
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VTA acknowledges and supports the City's plans to extend Hellyer Avenue, and encourages the City to continue to define and reserve more right-of-way for a denser transportation network. Multimodal streets support a variety of travel modes, including auto, transit, bicycling, and walking. Such a network would provide many travel options to future employees within Edenvale, thereby avoiding excessive use of a particular mode. Employees who can use alternate travel modes to get around during the day are more likely to use alternate modes for commuting to and from Edenvale.

VTA recognizes that the current project is not a specific development proposal. However, VTA encourages the City to plan the transportation network for the area before such proposals are brought forth. Defining a comprehensive transportation network for the Edenvale area will guide design of future development to most effectively and efficiently utilize the transportation system.

Site Design

As applications for specific development proposals are submitted, VTA recommends that a network of pedestrian walkways be included throughout each site. Primary pedestrian routes should be fronted onto by building entrances, active uses and plaza areas. Parking lots should be located at the rear of buildings. It is especially important that direct paths to the transit stop be lined with activities. Pleasant and convenient pedestrian routes are critical to increasing walking and transit use and reducing reliance on the automobile.

Mixing Service Commercial Uses

VTA suggests that the City encourage fine-grained mixing of commercial uses throughout the Edenvale area. Commercial uses, if finely distributed throughout Edenvale, will provide future employees with walk-accessible lunch and convenience-serving destinations. This accessibility, in turn, will encourage employees to use alternate commute modes.

Transportation Impact Analysis

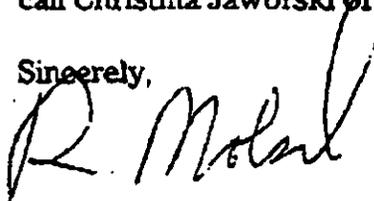
VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more new peak-hour trips. When specific development projects are proposed for the Edenvale area, TIAs will be required.

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VTA's Transportation Impact Analysis Guidelines should be used when preparing the TIA. These guidelines include the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways. For more information on TIA guidelines, please call Chester Fung of the CMP at (408) 321-5725.

We appreciate the opportunity to review this project. If you have any questions, please call Christina Jaworski of my staff at (408) 321-5751.

Sincerely,



Roy Molseed
Senior Environmental Analyst

RM:CTJ:kh

cc: Jim Pierson, Director of Planning and Development
Mike Evanhoe, Director of Congestion Management and Highway Programs
Derek Kantar, VTA Environmental Program Manager
Timm Borden, San Jose Public Works Department



May 11, 2000

City of San Jose
Department of Planning, Building and Code Enforcement
801 North First Street
San Jose, CA 95110

Attention: Julie Caporgno, Senior Planner

Subject: File No.: PP99-10-198 / Edenvale Redevelopment Project DEIR

Dear Ms. Caporgno:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft Environmental Impact Report (DEIR) for the Edenvale Redevelopment Project, which is located in southern San Jose in the vicinity of the Highway 101 and Route 85 interchanges, north of Santa Teresa Boulevard, and east of Cottle Road. The proposed project supports the construction of approximately 7.88 million square feet of additional industrial uses through the adoption of the following:

- Area Development Policy that would allow development to proceed in advance of completion of roadway improvements necessary to meet the City's Level of Service Policy in the area east of US101.
- Improvement District to construct roadways and other improvements for the area south of Silver Creek Valley Road and east of Coyote Creek.
- Community Facilities District for certain vacant properties in the area west of US101.

Due to the magnitude of the transportation and land use impacts resulting from the advancement of development before the completion of gateway and roadway improvements, VTA has the following comments on the adequacy of the DEIR.

Land Use Impacts

The addition of approximately 7.88 million feet of new employment uses is likely exacerbate the current housing shortage in Silicon Valley. VTA considers the growing jobs/housing imbalance to be a potentially significant impact resulting in more commuters traveling farther distances to find affordable housing. As a result, VTA recommends that the DEIR consider mitigation measures to increase the supply of affordable housing.

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Transportation Impacts

Access Across US101

The San Jose 2020 General Plan's Land Use/Transportation Diagram indicates an interchange at Branham Lane and US101. However, the DEIR does not include this roadway project in the list of roadway improvements. VTA supports a Branham Lane overcrossing (not specifically an interchange) designed as a two-lane structure with an emphasis on bicycle/pedestrian safety, aesthetics and access. An overcrossing here would provide an alternate travel route for those living near the Edenvale area and reduce impacts at US101 interchanges in this area. As a result, we request that this transportation project be analyzed as a planned improvement in the DEIR.

Transportation Demand Management

In addition, VTA requests that the DEIR describe the district-wide Transportation Demand Management efforts that will be incorporated in the project to both mitigate the project's auto impacts and to provide employees with transportation alternatives. Such TDM programs can include:

- Eco Pass
- Shuttle connections to/from Blossom Hill Caltrain and Santa Teresa/Cottle LRT Stations
- Subsidies for Caltrain and light rail operations (to be paid by improvement districts)
- A parking permitting system, in which employees are directly charged to park at the employment site
- A parking cash-out program, in which employees receive direct financial incentive not to drive to work alone
- Preferentially located carpool parking
- A carpool matching program
- Bicycle lockers and racks for long-term and visitor bicycle parking
- Showers and clothes lockers for bicycle commuters

Improvements to Bicycle Facilities

The DEIR includes a strategic plan for roadway improvements, to be partially funded by the Improvement District and the Community Facilities District to reduce traffic impacts associated with built-out of the Edenvale Redevelopment Area.

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VTA requests that the DEIR discuss the bicycle projects to be included in the list of funded improvements as a traffic mitigation measure. In particular, a portion of the Coyote Creek Trail traverses the project area. The City has submitted improvement projects to this bicycle trail as part of the VTP 2020 planning process. VTA requests that these improvements, as well as improvements which better connect the new development to the bicycle trail, be evaluated for their effectiveness to reduce auto traffic in the project area.

Pedestrian, Bicycle, Vehicle Access and Circulation

When specific projects are proposed for specific sites, VTA recommends that the City require an evaluation of the adequacy of access and circulation for pedestrians, bicyclists, and vehicles.

Denser Street Network

VTA notes that this area currently lacks a sufficiently dense street network to provide multimodal access to the proposed development. As currently proposed, the few streets in the area would bear the full burden of traffic, causing, as the DEIR indicates, significant auto impacts on intersections. VTA requests that the DEIR include an assessment of the effect of a denser street network on reducing the levels of auto traffic on any one street. A denser street network could include streets designed strictly to move auto traffic, as well as streets designed to better accommodate bicycles, pedestrians, or transit. Such a network could, by providing access to new development on multiple routes as well as multiple modes, reduce the impacts of auto traffic on any one street.

Clustering Development Around Transit Stations

The DEIR states that the 7.88 million square feet of development will be spread out over the entire Edenvale area at a Floor-Area Ratio (FAR) of 0.35 to 0.40. This density is neither high enough to support transit, nor is it low enough to prevent significant traffic impacts, as demonstrated by the DEIR.

VTA strongly requests that the DEIR consider the concentration of development in Planning Areas 2, 3, and 4 as a traffic mitigation measure. These areas are more accessible to nearby transit stations, and therefore more effectively served by transit, either by providing walk-access or shuttle-access to the stations. By clustering the highest densities of future development around transit stations in the area, particularly the Santa Teresa LRT Station, traffic impacts could be minimized by providing convenient alternatives to the automobile.

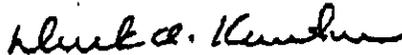
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Mixed Use

VTA also requests that the DEIR evaluate the incorporation of mixed use development in the project area as a possible traffic mitigation measure. Single-use employment districts, without supporting commercial uses, create environments in which employees cannot access lunch or convenience services without a car. Fine-grain mixing of walk- and transit-accessible commercial uses allows and encourages employees to commute by various transit alternatives.

We appreciate the opportunity to review this project. If you have any questions, please call Christina Jaworski of my staff at (408) 321-5751.

Sincerely,



Derek A. Kantar
Environmental Program Manager

DAK:CTJ:kh

cc: James E. Pierson, Director, Planning and Development
Michael P. Evanhoe, Director, Congestion Management and Highway Programs
Roy Molseed, Senior Environmental Analyst
Timm Borden, San Jose Public Works Department

APPENDIX D

FIRST AMENDMENT TO THE DRAFT SEIR

**FIRST AMENDMENT TO THE
DRAFT SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT
for the
EDENVALE REDEVELOPMENT PROJECT**

City File #: PP00-07-107
State Clearinghouse #: 1996052098

CITY OF SAN JOSE

November 2000

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1.0 INTRODUCTION

1.1 Background

This Amendment, together with the Draft Supplemental EIR (SEIR), constitute the Final Supplemental Environmental Impact Report for the Edenvale Redevelopment Project. This Amendment consists of an introduction; comment letters received during the 45-day public review period; responses to comments; and revisions to the Draft SEIR.

An EIR was recently prepared for the Edenvale Redevelopment Project (June 2000), which addressed the impacts of developing 4.8 million square feet of industrial uses in New Edenvale, subject to certain development restrictions identified in a proposed Area Development Policy. The City of San Jose and Redevelopment Agency are currently proposing to revise the Edenvale Redevelopment Project by: 1) increasing the new industrial square footage in New Edenvale from 4.8 to 5.0 million square feet, and 2) revising the standards in the Area Development Policy to allow the development of up to 5.0 million square feet of industrial uses to occur prior to completion of the gateway transportation improvements (i.e., interchange improvements at U.S. 101/Hellyer Avenue and U.S. 101/Blossom Hill Road). Modifications to the Area Development Policy are proposed in response to critical milestones that have occurred since certification of the June EIR.

The Draft SEIR was prepared to inform the public of the significant environmental effects of the project, identify possible ways to minimize the significant effects, and describe alternatives.

1.2 Public Participation

In accordance with CEQA, this document is included in the official public record for the SEIR. Based on the information contained in the public record, decision makers will be provided with accurate and complete documentation on the projected environmental consequences of the proposed project.

The City Department of Planning, Building and Code Enforcement notified all responsible and trustee agencies, interested groups, and individuals that a Draft SEIR had been completed for the proposed project. The City used the following methods to solicit input during the preparation of the SEIR. The following is a list of the actions taken during the preparation, distribution, and review of the Draft SEIR.

- The Notice of Preparation (NOP) was filed with the State Clearinghouse on August 2, 2000 and circulated for a period of 30 days. The State Clearinghouse assigned the Clearinghouse Number 1996052098 to the Draft Supplemental EIR.
- The NOP was distributed by the City Department of Planning, Building and Code Enforcement to responsible and trustee agencies, and interested groups, organizations and individuals.
- On September 6, 2000, the Draft EIR was distributed for a 45-day public review period to responsible and trustee agencies, interested groups, and individuals. The public review period for the Draft EIR ended on October 23, 2000.

2.0 RESPONSE TO COMMENTS

2.1 Introduction

This section provides responses to comments on the Draft SEIR. This section contains all information available in the public record related to the Draft SEIR as of October 30, 2000, and responds to comments in accordance with Section 15088 of the California Environmental Quality Act (CEQA) Guidelines.

2.2 List of Comment Letters

The following is a list of comment letters received on the Draft SEIR and the dates these letters were received:

State Agencies

- A. California Department of Transportation (Caltrans) October 18, 2000

Local Agencies

- B. County of Santa Clara, Parks & Recreation Department October 25, 2000*
C. County of Santa Clara, Roads & Airports Department October 11, 2000
D. Santa Clara Valley Transportation Authority October 23, 2000
E. Santa Clara Valley Water District October 23, 2000

* Letters received after close of the public review period.

2.3 Response to Comments

The letters received on the Draft SEIR are presented in Section 4.0, **Comment Letters Received on the Draft SEIR**. Comments and corresponding responses are presented in the following section. Where comments raise environmental issues that require additions or deletions to the text, tables, or figures in the Draft SEIR, a brief description of the change is given and the reader is directed to Section 3.0, Revisions to the Draft SEIR. Some comments do not raise environmental issues, or do not require additional information. A substantive response to such comments is not required within the context of CEQA.

**A. LETTER FROM CALIFORNIA DEPARTMENT OF TRANSPORTATION
(CALTRANS)**

Comment: Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the Edenvale Redevelopment Project. We have examined the Draft Supplemental EIR and recommend that the environmental document include long-term and cumulative traffic impact analysis. The analysis should include other projects in the surrounding areas, such as the Coyote Valley Research Park Project.

Response: The EIR prepared for the Edenvale Redevelopment Project in June 2000 addressed a cumulative traffic scenario which included development in Coyote Valley (i.e., Cisco Systems - Coyote Valley Research Park). Based on City standards, the EIR would not require a long-term traffic analysis, since it addresses development that is anticipated to occur in the Redevelopment Area in the near-term.

Comment: Caltrans' comments made on the Draft EIR in a letter (attachment) dated May 4, 2000 are still valid.

Response: These comments were responded to in the Final EIR for the Edenvale Redevelopment Project (June 2000). A copy of these responses was provided to Caltrans in June 2000, and is on-file with the City Planning, Building and Code Enforcement Department.

Comment: In addition, we have the specific comments on the Draft Supplemental EIR:

We recommend mitigating significant interim traffic impacts at all four intersections (US 101/Silver Creek Valley Road, US 101/Blossom Hill Road, US 101/Hellyer Avenue (west), and US 101/Hellyer Avenue (east)).

Response: Caltrans' recommendation is noted. As described in the Draft SEIR, the interim traffic impacts cannot be feasibly mitigated at the four aforementioned intersections. However, future completion of the gateway improvements at the US 101/Hellyer Avenue and US 101/Blossom Hill Road interchanges will reduce all interim traffic impacts to a less-than-significant level. In addition, traffic signals are proposed at the intersections at US 101/Hellyer Avenue prior to the interchange improvements, which will alleviate some traffic congestion in this area.

Comment: The Draft Supplemental EIR indicates that the Edenvale Area Development Policy exempts specific intersections located within the Edenvale Redevelopment Project area from the City's level of service policy. However, Caltrans insists that State transportation facilities within the Edenvale Redevelopment Project area comply with the Santa Clara County Congestion Management Program Policy.

Response: As described in the Draft SEIR (page 15), development in the Edenvale Redevelopment Area would not result in significant traffic impacts at intersections with implementation of the gateway and other proposed transportation improvements described in the **Project Description** of the SEIR. The project would, however, result in significant, unavoidable impacts to US 101. The project's lack of compliance with the Santa Clara County Congestion Management Program regarding freeways is described on page 10 of the SEIR.

Comment: Page 8, #4, "Project Service Reports (PSRs)" should be "Project Study Reports (PSR's)".

Response: The language in the EIR has been corrected to state "Project Study Reports," as presented in Section 3.0 of this Amendment.

Comment: A figure showing the project plus background traffic volumes should be included.

Response: A figure showing the project (plus background) traffic volumes is incorporated into the EIR, as presented in Section 3.0 of this Amendment.

Comment: Caltrans would like to review detailed designs for each individual project when available.

Response: The City of San Jose is currently coordinating with Caltrans on the designs (i.e., PSRs) for the interchange improvements at US 101.

B. LETTER FROM COUNTY OF SANTA CLARA PARKS AND RECREATION DEPARTMENT

Comment: The Santa Clara County Parks and Recreation Department appreciates the extension of time to submit our comments to the Supplemental Environmental Impact Report (SEIR) for the Edenvale Redevelopment Project (Application No. 99-00-07-107). We are focused on the significant, unavoidable impacts of traffic and air quality at the US 101 Interchange at Hellyer Avenue, particularly the direct impacts to Coyote Hellyer County Park and the Coyote Creek park chain trails system.

As noted in our earlier comments to the Notice of Preparation (NOP) to the Supplemental EIR for the Edenvale Redevelopment Plan (dated 8/31/00), we have found that access to Coyote Hellyer County Park and the Coyote Creek Parkchain will be significantly impacted by the Level of Service traffic and circulation impacts associated with full build-out and during the interim construction period of the Edenvale Redevelopment Area. The results of the June 14, 2000 traffic analysis provided by Hexagon Transportation Consultants also indicate that traffic congestion caused by eastbound queues on Hellyer Avenue "...would extend as far back as the Coyote-Hellyer County Park entrance (700 ft), which is approximately at the 10-minute point...[and] the queue on the southbound 101 off-ramp would also be approximately 700 feet, which is approximately halfway back on the freeway main line."

However, we believe that this operational analysis is incomplete because it only addresses the traffic congestion during the 7:00 - 9:30 AM weekday peak period and does not recognize the additional traffic congestion that occurs during the weekend AM/PM peak hours of high park usage at Coyote Hellyer County Park. Our park visitors and park staff will be tremendously inconvenienced by the additional traffic congestion caused by the development project during the weekends, in addition to the weekdays, during the interim phase when the gateway improvement projects have not been completed. The traffic mitigation stated on page 21 of the SEIR, "the proposed gateway improvements would fully mitigate the intersection impacts; however, the interim impacts are considered unavoidable," is not adequate to mitigate the traffic impacts on Coyote Hellyer County Park.

Response: The weekend traffic from industrial development in the Edenvale Area would be minimal, since proposed development would generate traffic on weekdays when businesses are in operation. As described in the Draft SEIR, weekday traffic congestion would be significant during the AM and PM peak hours. It is acknowledged herein that the additional traffic may impact park employees and users, although the peak traffic hours do not occur during times when the park is typically in high use. The interim traffic impacts are identified in the Draft SEIR as unavoidable since no feasible mitigation is available to reduce these interim traffic impacts to a less-than-significant level.

Comment: In addition, the SEIR should also address the air quality and traffic impacts of project development on the existing Coyote Creek pedestrian/biking/equestrian trails and on future trail connections. Currently, the trails cross beneath the 101 freeway and its interchanges at multiple locations, including but not limited to Coyote Road, Silver Creek Valley Boulevard, and Silicon Valley Bridge. Gateway improvements at these interchanges will have critical impacts on our existing trails in the Coyote Creek park chain. The SEIR has not addressed the impacts of the Edenvale Redevelopment project on regional and local trails at the program-level of this SEIR.

Response: The proposed gateway improvements at the US 101 interchanges would be designed to maintain existing and planned trail alignments. Temporary impacts may occur during the construction period, during which time trails may be re-routed.

The Draft SEIR describes that air quality impacts of the project would occur at some intersections from elevated carbon monoxide concentrations. These impacts would only affect receptors immediately adjacent to the impacted intersections, and would be reduced to a less-than-significant level with completion of the gateway improvements.

Comment: As a result, we highly encourage the City of San Jose and the applicant to incorporate subsidies for bicycle projects and provide trail connections to the existing Coyote Creek park chain trail system as part of the traffic/circulation and air quality mitigation measures for the project. The goals of the mitigation measures should address:

- Providing alternative modes of transportation, such as bicycle lanes, for the future employers/employees working in the 4.8 million square feet of new industrial campuses in New Edenvale;
- Maintaining regional and local trail connections within and adjacent to the project vicinity, particularly to the Coyote Creek Parkway trail system. [Connections should be provided to the Juan Bautista de Anza National Historic Trail, Bay Area Ridge Trail, and Coyote Creek/Llagas Sub-Regional Trail, which are located within the vicinity of the New Edenvale area.]

Response: The Draft and Final EIR for the Edenvale Project prepared in June 2000 identified traffic and air quality mitigation for industrial development, including the following:

- Provision of physical improvements, such as sidewalk improvements, landscaping, and bicycle parking, and
- Connection of each site with regional bikeway/pedestrian trail systems.

These measures are intended to minimize traffic and air quality impacts of development, as well as encourage alternative modes of transportation. The Redevelopment Agency has been working with the County to provide park linkages between new development and local/regional trail systems. The Redevelopment Agency is currently considering funding the construction of a future trail connection in the area south of Silver Creek Valley Road on the west side of Coyote Creek.

C. LETTER FROM COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT

Comment: Attached is our August 31, 2000 letter commenting on the Notice of Preparation of a Supplemental Environmental Impact Report (SEIR). These comments were not addressed in the SEIR dated September 6, 2000.

Response: Specific responses to the comments presented in the August 31, 2000 letter are provided below.

Comment: In our comments to the DEIR, we stated that "Capitol Expressway should be included in the Traffic Impact Report" and the response was "The criterion for including regional roadways in the traffic analysis was whether the project would be anticipated to generate at least ten vehicles per lane per hour on the roadway. Capitol Expressway did not fall within that criterion".

As the size of the development increases from 4.8 million square feet to 5 million square feet, please determine if the additional development would trigger the "ten vehicles per lane per hour".

Response: According to the traffic consultant for the EIR, the proposed increase in industrial development to 5.0 million square feet would not generate ten vehicles per lane per hour (vplph) on Capitol Expressway. The ten vplph threshold is established by the County Congestion Management Program to determine whether a CMP facility should be included in the traffic analysis.

Comment: We met with City staff (Chris Ching, Public Works Department) on June 23, 2000 to discuss the Route 101/Hellyer Avenue Interchange Project and recommended that the City of San Jose look into the possibility of annexation of the County-maintained portion of Hellyer Avenue. If the roadway were annexed, the project developer and City would not be required to coordinate with the County for road conditions.

Response: The City is currently pursuing the annexation of a portion of Hellyer Avenue, from the Hellyer Park entrance south to the County property line (south of the 101 interchange). The City expects to proceed with an annexation request by the end of 2000.

D. LETTER FROM SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Comment: Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft Supplemental Environmental Impact Report (SEIR) for the Edenvale Redevelopment Project. This project would allow up to 5 million square feet of new industrial uses and would modify the development triggers to allow industrial development to proceed prior to approval and completion of the identified "gateway" transportation improvements in the New Edenvale area. New Edenvale is located east of US 101 and is generally bounded by Coyote Creek, Hellyer Avenue, the east foothills, and Silicon Valley Boulevard (formerly Tennant Avenue).

As the SEIR states on page 10, this project, with removal of the development triggers, will result in auto traffic increases that will cause freeway segments and intersections to operate at levels of service below VTA thresholds. The project would therefore cause the City of San Jose to be in non-conformance with VTA Congestion Management Program (CMP) policy.

Response: As described in the Draft SEIR (page 15), development in the Edenvale Redevelopment Area would not result in significant traffic impacts at intersections with implementation of the gateway and other proposed transportation improvements described in the **Project Description** of the SEIR. The project would, however, result in significant, unavoidable impacts to US 101. The project's lack of compliance with the Santa Clara County Congestion Management Program regarding freeways is described on page 10 of the SEIR.

Comment: However, the SEIR does not indicate any measures to mitigate the significant, unavoidable interim impacts that will occur prior to the completion of the proposed gateway improvements. In Section 15002 (a)(2) and (4) of the California Environmental Quality Act (CEQA), it states that the basic purposes of CEQA are as follows:

(2) "Identify the ways that environmental damage can be avoided or significantly reduced."

(4) "Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible."

Response: The interim traffic impacts of the project are identified in the Draft SEIR as unavoidable because no feasible mitigation is available to reduce these interim effects to a less-than-significant level. The June 2000 EIR identifies several measures, including Transportation Demand Measures (TDMs) to help reduce traffic impacts from the project (see response below). In addition, the SEIR describes the No Project alternative, which would avoid all impacts of the project. However, as described in the SEIR, no other alternatives are available that would substantially reduce impacts while still attaining the basic objectives of the project.

Comment: In our comment letter regarding the Notice of Preparation for the SEIR dated August 20, 2000 (see attached), VTA requested that the SEIR examine the impact of the project on VTA's transit services, facilities, and property, and that the SEIR consider the following mitigation measures to address the interim traffic impacts before the gateway transportation improvements are constructed:

- Critical transit improvements to be funded by the assessment district
- Inclusion of critical transit improvements in the list of projects funded by the proposed assessment district
- Participation in VTA's Eco Pass Program
- Impacts on bicycle facilities
- Inclusion on Branham Lane Overcrossing in the list of projects funded by the proposed assessment district

VTA requests that the SEIR be revised to discuss the impact of the project on VTA's transit system and recommended mitigation measures listed above.

Response: The Assessment District for Edenvale has been approved and adopted by the City. The Assessment District does not specifically include transit improvements. The Draft and Final EIR for the Edenvale Project prepared in June 2000 addressed impacts on transit service and incorporated traffic and air quality mitigation which included TDM measures. The analysis in the June 2000 EIR concluded that the development of the Edenvale Redevelopment Area would not significantly impact transit service. The City and Redevelopment Agency are currently working with the VTA to ensure that bus stops and other transit facilities are provided within the Edenvale Area. Specific TDM measures already identified for the project (in the June 2000 EIR) are presented below. The City shall encourage developers and employers to implement TDM measures through the site permit process.

- Provision of physical improvements, such as sidewalk improvements, landscaping, and bicycle parking.
- Ride-matching programs, guaranteed ride home programs, coordination with regional ridesharing organizations, and transit incentives programs.
- Provision of onsite services for employees, such as cafeterias, ATM machines, and postal services.
- Requirement that new industrial development to include carpool parking, bicycle lockers, and shower facilities.
- Implementation of parking cash-out programs for employees.
- Provision of shuttle bus service to regional transit centers. The Agency and VTA are currently coordinating the initiation of a shuttle service from the Light Rail Transit and Caltrain Station to New Edenvale. This shuttle is expected to be in operation by Spring 2001.

Comment: VTA also requested that the SEIR be revised to address the development and analysis of an aggressive Transportation Demand Management program for the Edenvale area whose aim would be to reduce the number of newly generated trips to the point at which no deficiencies occur. VTA recommended that the TDM program at least include:

- Direct parking charges for employees to park on-site
- Parking cash-out or other direct financial incentives to employees not to park on-site
- Shuttle connections to transit and services
- Bicycle and pedestrian access over US 101 at Branham Lane or mid-way between Hellyer Avenue and Silver Creek Valley Road

VTA requests that the SEIR be revised to include consideration of a TDM program.

Response: Please refer to the previous response regarding TDM programs, including parking cash-out incentives and development of a shuttle bus service. The City does not support or require employers to charge for parking, and does not consider this a viable TDM measure at this time. As described above, the Assessment District for Edenvale has been approved and adopted by the City. The Assessment District does not include the Branham Lane overcrossing, since this improvement was not needed to mitigate traffic impacts from the level of proposed development. Please note that an amendment is currently proposed by the City to remove the overcrossing (for motor vehicles) from the existing General Plan. However, the City will consider alternative measures to enhance bicycle/pedestrian circulation in the Edenvale area, which could include a future bicycle/pedestrian (only) overpass along US 101.

Implementation of identified TDM measures would reduce vehicle trips to the Edenvale area. An analysis of a TDM program for the project is not provided in the EIR since it is not possible to quantify the decrease in vehicle trips from such programs. TDM measures are intended to provide incentives and encourage alternative modes of travel, but do not require participation by individual employees.

Comment: In addition, VTA requested that the SEIR include mitigation measures that require individual sites to be designed so as to encourage alternative transportation mode use. Such design elements include provision for convenience retail uses for future employees, wide sidewalks, direct pedestrian connections from streets to building entrances, buildings that are close to streets and parking that is behind buildings and in garages where possible.

VTA requests that the SEIR be revised to include mitigation measures that support site design elements that encourage transit use.

Response: The City will require that future industrial development include appropriate design measures to encourage use of alternative transportation modes including public transit. Please refer to the previous responses.

E. LETTER FROM SANTA CLARA VALLEY WATER DISTRICT

Comment: The DSEIR does not address the District's concerns as described in our letter to you dated August 30, 2000 (copy enclosed). The DSEIR should address mitigation for the increased runoff from the additional 200,000 square feet of proposed development and mitigation for water quality impacts from the proposed increase in development area.

Response: Specific responses to the comments presented in your letter dated August 30, 2000 are provided below.

Comment: The Santa Clara Valley Water District (District) has reviewed the Notice of Preparation of Supplemental Environmental Impact Report (EIR) for the subject project, received on August 3, 2000. The project proposes to increase the amount of industrial development in the New Edenvale area from 4.8 million square feet, as discussed in the March 2000 EIR, to 5 million square feet and to allow the development of the 5 million square feet of industrial uses to occur prior to the approval and completion of identified "gateway" transportation improvements. The following issues should be discussed in the Supplemental EIR.

The hydrology report in the March 2000 EIR should be revised to address the proposed increase in total future developed areas. The increased runoff from the additional proposed development and its impacts to downstream flooding should be addressed and mitigated for if necessary. The Supplemental EIR should also discuss the timing of the proposed detention facilities used to mitigate for the increased runoff from development of the New Edenvale Area in relation to the timing of the proposed development. Should development be allowed prior to completion of the area-wide detention facility, then temporary mitigation for the increases in runoff from individual developments will need to be implemented until such time that the regional facilities are completed.

Response: To clarify, the additional 200,000 square feet of development proposed in the Edenvale Redevelopment Area would be located on sites already delineated for development in the March 2000 plans, and addressed in the June 2000 EIR. The proposed additional square footage would consist of incremental increases in development on several planned development sites. This development would consist of minor expansions in building footprints or increases in building height. The hydrology study performed for the June 2000 EIR analyzed the "future conditions," which assumed full development of the currently zoned and planned development areas included in the Edenvale Redevelopment Project. Since the proposed increase in development would not occur outside of those areas already analyzed in the hydrology study, no increases in runoff or flooding impacts are expected beyond those already identified in the hydrology study.

The proposed detention facility will be constructed within the next two to three years. This is expected to coincide with construction and occupancy of proposed industrial development, projected to occur during the same timeframe. The assumptions provided in the original hydrology study, which identified this mitigation, would not be altered by the addition of 200,000 square feet of development on sites already designated for industrial development.

Comment: Water quality impacts and their construction and post-construction mitigation measures should also be discussed for the increased industrial development.

Response: As described above, the proposed increase in development would not increase the area of impervious surfaces. The mitigation identified in the June 2000 EIR for potential water quality impacts would apply to all new industrial development. These measures include both construction and post-construction measures that would avoid the release of water pollutants, such as:

- Compliance with the NPDES permit requirements for stormwater discharge, including preparation of a Storm Water Pollution Prevention Plan and implementation of Best Management Practices; and
- Compliance with the City's drainage and erosion control standards.

Comment: Additionally, please include amended project maps that clearly delineate the location (including planning subarea) of the new 200,000 square feet of development area.

Response: As described above, the new 200,000 square feet of development would be located on sites already designated for industrial uses in the Edenvale Area. The precise location of this incremental increase in development is not known at this time.

3.0 REVISIONS TO THE DRAFT EIR

3.1 Introduction

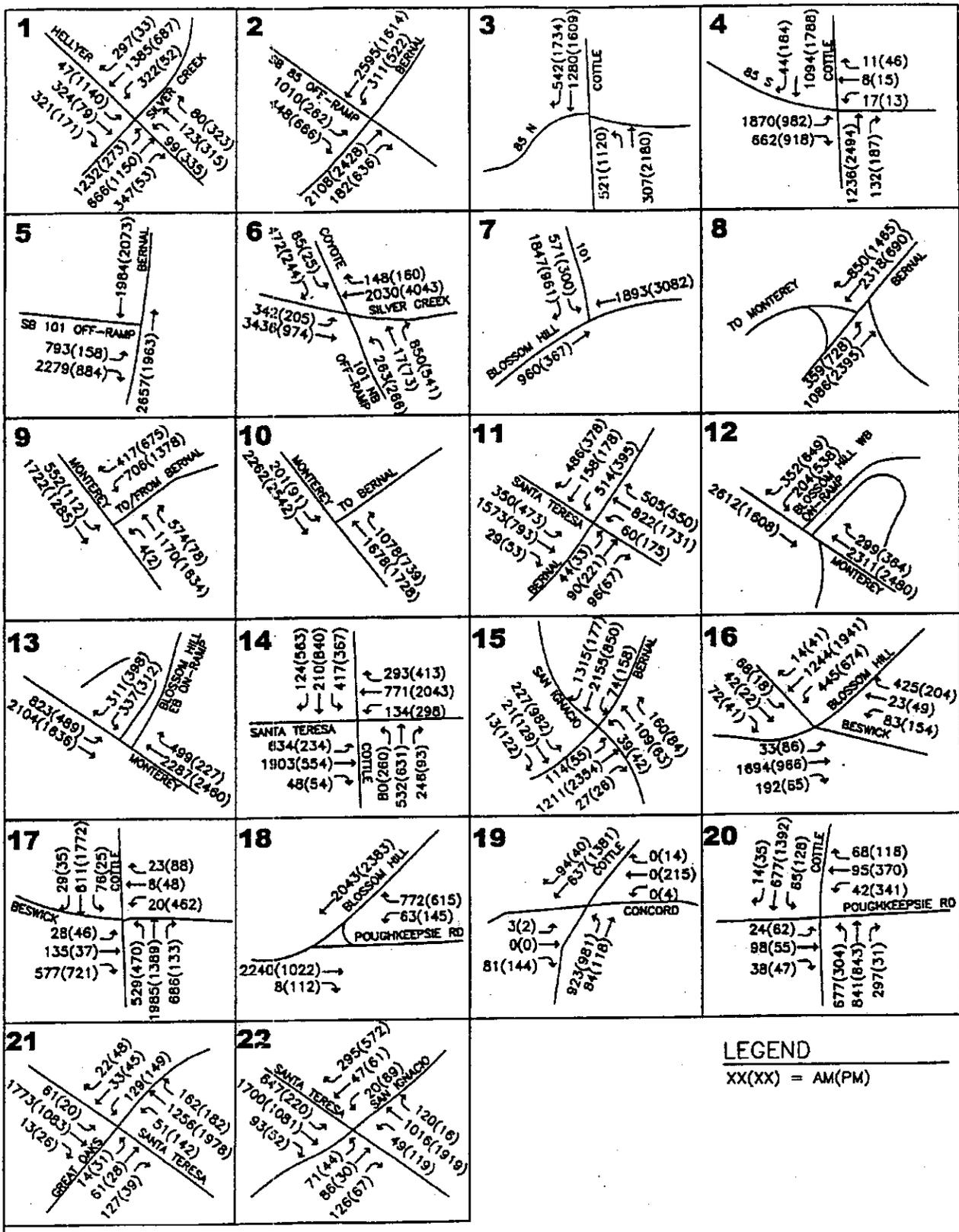
The following section includes revisions to the text of the Draft EIR, in amendment form. The revisions are listed by page number. All additions to the text are underlined and all deletions from the text are ~~stricken~~.

3.2 Revisions to the Text of the Draft EIR

Page 8, eighth paragraph labeled #4, the first sentence is revised as follows:

4. Project Service Study Reports (PSRs) are currently being prepared for the U.S. 101/Blossom Hill Road and U.S. 101/Hellyer Avenue interchanges.

Figure 4, Project Plus Background Traffic Volumes, is inserted after page 20 of the EIR, and is presented on the following page.



LEGEND
 XX(X) = AM(PM)

Hexagon
 Transportation Consultants, Inc.



Background Plus Project Volumes at 5.0 Million S.F.

Figure
4

4.0 COMMENT LETTERS RECEIVED ON THE DRAFT SEIR

Attached are the letters received by the City on the Draft SEIR. Please refer to Section 2.2 on page two of this Amendment for an alphabetic list of the comment letters.

DEPARTMENT OF TRANSPORTATION

P O BOX 23080
OAKLAND, CA 94623-0880
Tel: (510) 296-4444
Fax: (510) 296-5513
TDD (510) 296-4454



October 18, 2000

SCL-101-48.10
1996052098
SCL101298

Ms. Susan Walton
Department of Planning, Building
and Code Enforcement
801 North First Street, Room 400
San Jose, CA 95110-1795

Dear Ms. Walton:

Draft Supplemental Environmental Impact Report (EIR) for the Edenvale Redevelopment Project; City of San Jose

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the Edenvale Redevelopment Project. We have examined the Draft Supplemental EIR and recommend that the environmental document include long-term and cumulative traffic impact analysis. The analysis should include other projects in the surrounding areas, such as the Coyote Valley Research Park Project.

Caltrans' comments made on the Draft EIR in a letter (attachment) dated May 4, 2000 are still valid. In addition, we have the specific comments on the Draft Supplemental EIR:

- We recommend mitigating significant interim traffic impacts at all four intersections (US 101/Silver Creek Valley Road, US 101/Blossom Hill Road, US 101/Hellyer Avenue (west), and US 101/Hellyer Avenue (east)).
- The Draft Supplemental EIR indicates that the Edenvale Area Development Policy exempts specific intersections located within the Edenvale Redevelopment Project from the City's level of service policy. However, Caltrans insists that State transportation facilities within the Edenvale Redevelopment Project area comply with the Santa Clara County Congestion Management Program Policy.
- Page 8, #4, "Project Service Reports (PSRs)" should be "Project Study Reports (PSRs)".
- A figure showing the project plus background traffic volumes should be included.
- Caltrans would like to review detailed designs for each individual project when available.

Susan Walton, City of San Jose/SCL101298
October 18, 2000
Page 2

Should you require further information or have any questions regarding this letter, please call Haiyan Zhang of my staff at (510) 622-1641.

Sincerely,

HARRY Y. YAHATA
District Director

By 

for

JEAN C. R. FINNEY
District Branch Chief
IGR/CEQA

Attachment

c: State Clearinghouse

DEPARTMENT OF TRANSPORTATION

P O BOX 23600
OAKLAND, CA 94623-0660
Tel: (510) 286-4444
Fax: (510) 286-5513
TDD (510) 286-4454



May 4, 2000

SCL-101-48.10
1996052098
SCL101298

Ms. Julie Caporgno
Department of Planning, Building
and Code Enforcement
801 North First Street, Room 400
San Jose, CA 95110-1795

Dear Ms. Caporgno:

Draft Environmental Impact Report (DEIR) for the Edenvale Redevelopment Project; City of San Jose

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Edenvale Redevelopment Project. We have examined the above-referenced document and offer the following comments:

- For your information, Caltrans plans to meter all on-ramps on State Route (SR) 85 and US 101 in the project area that have not yet been equipped with metering lights.
- As discussed in the DEIR, the proposed Edenvale Redevelopment Project is anticipated to add traffic to the State highway system, namely US 101, SR 85 and SR 82. In addition to increasing storage capacity on the local streets approaching the freeway on-ramps, as discussed in the DEIR, mitigation measures such as ramp widening will be necessary. Please see attached for our recommended improvements. Some of the improvements may already be proposed in the DEIR.
- Analyses for freeway segments and ramps and/or weaving (if applicable) should be conducted for all scenarios to show the impacts the development would have on State transportation facilities.
- To be consistent with the traffic volume used in the intersection analysis for the project condition, the volume used in the freeway segment analysis for the project condition should include traffic generated from approved but not yet constructed development projects.
- On Page 42, Appendix B, it is indicated that the intersection of US 101 and Silver Creek Valley Road would not be significantly impacted by the project because the average vehicle delay under project conditions would be better than background conditions. Critical movement delay should be considered instead of average vehicle delay because significant intersection impacts as defined by the City of San Jose (pages 26-27) refer to critical movement delay, not average vehicle delay.

The DEIR also indicates that if this intersection degrades to a level of service F, a deficiency plan will need to be prepared. However, it is not stated in the DEIR who will monitor the conditions at this intersection. In addition, who will administer the deficiency plan? How will the monitoring and any necessary improvement to the intersection be financed?

- In addition, any work or traffic control proposed within the State right-of-way (ROW) will need an encroachment permit. To apply for an encroachment permit, the applicant will need to submit a completed application form, final environmental documentation, and five (5) sets of plans (in metric units) which also show State ROW, to the following address:

G. J. Battaglini, District Office Chief
Office of Permits
Caltrans, District 4
P. O. Box 23660
Oakland, CA 94623-0660

Should you require further information or have any questions regarding this letter, please call Haiyan Zhang of my staff at (510) 622-1641.

Sincerely,

HARRY Y. YAHATA
District Director

By *Jean C. R. Finney*

JEAN C. R. FINNEY
District Branch Chief
IGR/CEQA

Attachment

c: State Clearinghouse

bc: SYokoi/ File, JFinney, HZhang
Susan Wong, Design West, SCL/B
Dave Chew, Traffic
David Seriani, Highway Operations *Si, Lau*
Joe Peterson, Hydraulics
Dick Fahey, Forecasting
Alan Chow, Traffic Systems

Ramp Metering Improvements

Route 85

Dir.	Ramp	Type	Ramp Metering Configuration		
			Existing # Lanes	Additional Needs	Final # Lanes
NB	Bernal Road	Diagonal	1-HOV/1-SOV		1-HOV/1-SOV
NB	Great Oaks Blvd	Diagonal	1-HOV/1-SOV	1-SOV	1-HOV/2-SOV
NB	Cottle Road	Diagonal	1-HOV/1-SOV	1-SOV	1-HOV/2-SOV
SB	Cottle Road	Loop	1-SOV	1-HOV	1-HOV/1-SOV
SB	Cottle Road	Diagonal	1-SOV	1-HOV	1-HOV/1-SOV
SB	Bernal Road	Diagonal	1 lane Non-Metered	1-HOV/1-SOV	1-HOV/1-SOV

Route 101

Dir.	Ramp	Type	Ramp Metering Configuration		
			Existing # Lanes	Additional Needs	Final # Lanes
NB	Bernal Road	Loop	1-HOV/1-SOV		1-HOV/1-SOV
NB	Bernal Road	Diagonal	1-SOV	1-HOV/1-SOV	1-HOV/2-SOV
NB	Blossom Hill Road	Loop	2-SOV		2-SOV
NB	Blossom Hill Road	Diagonal	1-HOV/1-SOV	1-SOV	1-HOV/2-SOV
NB	Hellyer Ave	Loop	2-SOV		2-SOV
SB	Hellyer Ave	Loop	1-SOV	1-HOV	1-HOV/1-SOV
SB	Blossom Hill Road	Loop	1 lane Non-Metered	1-HOV/1-SOV	1-HOV/1-SOV
SB	Blossom Hill Road	Diagonal	1-SOV	1-HOV	1-HOV/1-SOV
SB	SB Route 85	Connector	1 lane Non-Metered	1-HOV/2-SOV	1-HOV/2-SOV

ATTACHMENT

County of Santa Clara

Environmental Resources Agency
Parks and Recreation Department

298 Garden Hill Drive
Los Gatos, California 95032-7660
(408) 358-3741 FAX 358-3245
Reservations (408) 358-3751 TDD (408) 356-7146



October 25, 2000

Ms. Susan Walton
City of San Jose
Department of Planning, Building & Code Enforcement
City Hall Annex, Room 400
801 N. First Street
San Jose, CA 95110-1795

**Subject: Comments to the SUPPLEMENTAL ENVIRONMENTAL IMPACT
REPORT FOR THE EDENVALE REDEVELOPMENT PROJECT
(#99-00-07-107)**

Dear Ms. Walton:

The Santa Clara County Parks and Recreation Department appreciates the extension of time to submit our comments to the Supplemental Environmental Impact Report (SEIR) for the Edenvale Redevelopment Project (Application No. 99-00-07-107). We are focused on the significant, unavoidable impacts of traffic and air quality at the US 101 Interchange at Hellyer Avenue, particularly the direct impacts to Coyote Hellyer County Park and the Coyote Creek park chain trails system.

As noted in our earlier comments to the Notice of Preparation (NOP) to the *Supplemental EIR for the Edenvale Redevelopment Plan* (dated 8/31/00), we have found that access to Coyote Hellyer County Park and the Coyote Creek Park chain will be significantly impacted by the Level of Service traffic and circulation impacts associated with full build-out and during the interim construction period of the Edenvale Redevelopment Area. The results of the June 14, 2000 traffic analysis provided by Hexagon Transportation Consultants also indicate that traffic congestion caused by eastbound queues on Hellyer Avenue "...would extend as far back as the Coyote-Hellyer County Park entrance (700 ft), which is approximately at the 10-minute point...[and] the queue on the southbound 101 off-ramp would also be approximately 700 feet, which is approximately halfway back on the freeway main line."

However, we believe that this operational analysis is incomplete because it only addresses the traffic congestion during the 7:00 – 9:30 AM weekday peak period and does not recognize the additional traffic congestion that occurs during the weekend



AM/PM peak hours of high park usage at Coyote Hellyer County Park. Our park visitors and park staff will be tremendously inconvenienced by the additional traffic congestion caused by the development project during the weekends, in addition to the weekdays, during the interim phase, when the gateway improvement projects have not been completed. The traffic mitigation stated on page 21 of the SEIR, "the proposed gateway improvements would fully mitigate the intersection impacts; however, the interim impacts are considered unavoidable," is not adequate to mitigate the traffic impacts on Coyote Hellyer County Park.

In addition, the SEIR should also address the air quality and traffic impacts of project development on the existing Coyote Creek pedestrian/biking/ equestrian trails and on future trail connections. Currently, the trails cross beneath the 101 freeway and its interchanges at multiple locations, including but not limited to Coyote Road, Silver Creek Valley Boulevard, and Silicon Valley Bridge. Gateway improvements at these interchanges will have critical impacts on our existing trails in the Coyote Creek park chain. The SEIR has not addressed the impacts of the Edenvale Redevelopment project on regional and local trails at the program-level of this SEIR.

As a result, we highly encourage the City of San Jose and the applicant to incorporate subsidies for bicycle projects and provide trail connections to the existing Coyote Creek park chain trail system as part of the traffic/circulation and air quality mitigation measures for the project. The goals of the mitigation measures should address:

- Providing alternative modes of transportation, such as bicycle lanes, for the future employers/employees working in the 4.8 million square feet of new industrial campuses in New Edenvale;
- Maintaining regional and local trail connections within and adjacent to the project vicinity, particularly to the Coyote Creek Parkway trail system. [Connections should be provided to the Juan Bautista de Anza National Historic Trail, Bay Area Ridge Trail, and Coyote Creek/Llagas Sub-Regional Trail, which are located within the vicinity of the New Edenvale area.]

Thank you for providing us with the opportunity to comment on the SEIR for the subject project. If you have any questions, please contact me at (408) 353-3741, extension 152, or via EMAIL at Jane.mark@mail.prk.co.santa-clara.ca.us.

Sincerely,



JANE MARK
Park Planner

CC Mark Frederick, Manager, County Parks Planning and Development
Khoa Vo, Associate Civil Engineer, County Parks Planning and Development
Elish Ryan, Park Planner
Parks & Recreation Commissioners
Brad Brown, Park Planner, City of San Jose Parks, Recreation, & Neighborhood Services
Sean Quach, County Roads & Airport Department

County of Santa Clara

Roads and Airports Department



101 Skyport Drive
San Jose, California 95110-1302

October 11, 2000

Mr. James R. Derryberry
Director of Planning
City of San Jose
801 North First Street, Rm 400
San Jose, CA 95110-1795

Subject : **Project Review:** **SEIR - Edenvale Redevelopment Project**
Project Coordinator: **Susan Walton**

City File No.: **PP00-07-107**

Dear Mr. Derryberry,

Attached is our August 31, 2000 letter commenting on the Notice of Preparation of a Supplemental Environmental Impact Report (SEIR). These comments were not addressed in the SEIR dated September 6, 2000.

Thank you for the opportunity to review and comment on this project. If you have any questions, please call me at (408) 573-2463.

Sincerely,

Sean Quach
Project Engineer

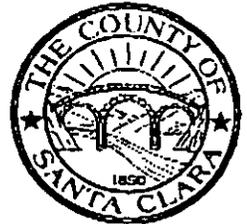
cc : RVE
 File

csj13-00

County of Santa Clara
Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302

RECEIVED
SEP 05 2000



SAN JOSE
ROADS AND AIRPORTS DEPARTMENT

August 31, 2000

Mr. James R. Derryberry
Director of Planning
City of San Jose
801 North First Street, Rm 400
San Jose, CA 95110-1795

Subject : Project Review – Edenvale Redevelopment Project
Notice of Preparation (NOP) of a Supplemental Environmental Impact Report
(SEIR)

Project Coordinator : Susan Walton
City File No. : PP00-07-107

Dear Mr. Derryberry,

We have reviewed the NOP of an SEIR dated July 31, 2000 for the subject project and have the following comments.

1. In our comments to the DEIR, we stated that "Capitol Expressway should be included in the Traffic Impact Report". And the response was "The criterion for including regional roadways in the traffic analysis was whether the project would be anticipated to generate at least ten vehicles per lane per hour on the roadway. Capitol Expressway did not fall within that criterion".

As the size of the development increases from 4.8 million square feet to 5 million square feet, please determine if the additional development would trigger the "ten vehicles per lane per hour".

2. We met with City staff (Chris Ching, Public Works Department) on June 23, 2000 to discuss the Route 101/Hellyer Avenue Interchange Project and recommended that the City of San Jose look into the possibility of annexation of the County-maintained portion of Hellyer Avenue. If the roadway were annexed, the project developer and City would not be required to coordinate with the County for road conditions.

Thank you for the opportunity to review and comment on this project. If you have any questions, please call me at (408) 573-2463.

Sincerely,

Sean Quach
Project Engineer

cc : Chris Ching
MA/SK
DEC
RVE
File

csj09-00



October 23, 2000

City of San Jose
Department of Planning, Building and Code Enforcement
801 North First Street
San Jose, CA 95110

Attention: Susan Walton

Subject: File No.: PF00-07-107 / Edenvale Redevelopment Project
Draft Supplemental Environmental Impact Report

Dear Ms. Walton:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft Supplemental Environmental Impact Report (SEIR) for the Edenvale Redevelopment Project. This project would allow up to 5 million square feet of new industrial uses and would modify the development triggers to allow industrial development to proceed prior to approval and completion of the identified "gateway" transportation improvements in the New Edenvale area. New Edenvale is located east of US 101 and is generally bounded by Coyote Creek, Hellyer Avenue, the east foothills, and Silicon Valley Boulevard (formerly Tennant Avenue).

As the SEIR states on page 10, this project, with removal of the development triggers, will result in auto traffic increases that will cause freeway segments and intersections to operate at levels of service below VTA thresholds. The project would therefore cause the City of San Jose to be in non-conformance with VTA Congestion Management Program (CMP) policy.

However, the SEIR does not indicate any measures to mitigate the significant, unavoidable interim impacts that will occur prior to the completion of the proposed gateway improvements. In Section 15002 (a)(2) and (4) of the California Environmental Quality Act (CEQA), it states that the basic purposes of CEQA are as follows:

(2) "Identify the ways that environmental damage can be avoided or significantly reduced."

(4) "Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible."

In our comment letter regarding the Notice of Preparation for the SEIR dated August 20, 2000 (see attached), VTA requested that the SEIR examine the impact of the project on VTA's transit services, facilities, and property, and that the SEIR consider the following mitigation measures to address the interim traffic impacts before the gateway transportation improvements are constructed:

- Critical transit improvements to be funded by the assessment district
- Inclusion of critical transit improvements in the list of projects funded by the proposed assessment district
- Participation in VTA's Eco Pass Program
- Impacts on bicycle facilities
- Inclusion of Branham Lane Overcrossing in the list of projects funded by the proposed assessment district

VTA requests that the SEIR be revised to discuss the impact of the project on VTA's transit system and the recommended mitigation measures listed above.

VTA also requested that the SEIR be revised to address the development and analysis of an aggressive Transportation Demand Management program for the Edenvale area whose aim would be to reduce the number of newly generated trips to the point at which no deficiencies occur. VTA recommended that the TDM program at least include:

- Direct parking charges for employees to park on-site
- Parking cash-out or other direct financial incentives to employees not to park on-site
- Shuttle connections to transit and services
- Bicycle and pedestrian access over US 101 at Branham Lane or mid-way between Hellyer Avenue and Silver Creek Valley Road

VTA requests that the SEIR be revised to include consideration of a TDM program.

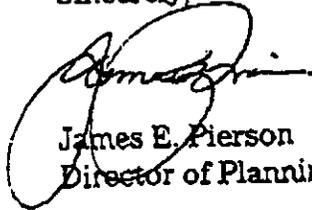
In addition, VTA requested that the SEIR include mitigation measures that require individual sites to be designed so as to encourage alternative transportation mode use. Such design elements include provision for convenience retail uses for future employees, wide sidewalks, direct pedestrian connections from streets to building entrances, buildings that are close to streets and parking that is behind buildings and in garages where possible.

VTA requests that the SEIR be revised to include mitigation measures that support site design elements that encourage transit use.

City of San Jose
October 23, 2000
Page 3

VTA appreciates the opportunity to review this project. If you have any questions, please call Christina Jaworski of my staff at (408) 321-5751.

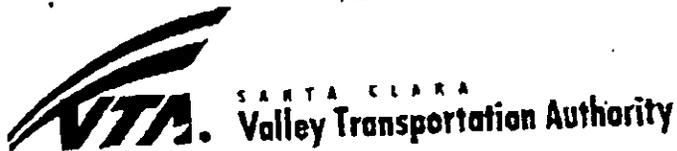
Sincerely,



James E. Pierson
Director of Planning & Development

JEP:CTJ:kh

cc: Cindy Chavez, VTA Board of Directors
Ron Gonzales, VTA Board of Directors
Charlotte Powers, VTA Board of Directors
Alice Woody, VTA Board of Directors
Linda J. LeZotte, VTA Board of Directors
Peter M. Cipolla, General Manager
James R. Derryberry, Director of Planning, City of San Jose
Timm Borden, San Jose Public Works Department
Michael P. Evanhoe, Director of Congestion Management and Highway Programs



August 30, 2000

City of San Jose
Department of Planning, Building and Code Enforcement
801 North First Street
San Jose, CA 95110

Attention: Susan Walton

Subject: File No.: PP00-07-107 / Edenvale Supplemental Environmental Impact Report - Notice of Preparation

Dear Ms. Walton:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Notice of Preparation (NOP) of a Supplemental Environmental Impact Report (SEIR) for the Edenvale Redevelopment Project, which was received on August 2, 2000. This project would allow up to 5 million square feet of new industrial uses and would modify the development triggers to allow industrial development to proceed prior to approval and completion of the identified "gateway" transportation improvements in the New Edenvale area. New Edenvale is located east of US 101 and is generally bounded by Coyote Creek, Hellyer Avenue, the east foothills, and Silicon Valley Boulevard (formerly Tennant Avenue).

VTA has provided comments on the NOP and Draft EIR for a similar project in New Edenvale, which involved 4.8 million square feet of new industrial uses, in letters dated November 5, 1999, and May 11, 2000 (see attached). In general, VTA reiterates the following comments and concerns indicated in our previous letters and requests that they be addressed in the current EIR.

- Impacts on VTA's transit services, facilities, and property.
- Inclusion of critical transit improvements in the list of projects funded by the proposed assessment district.
- Participation in VTA's Eco Pass Program.
- Impacts on bicycle facilities.
- Inclusion of Branham Lane Overcrossing in the list of projects funded by the proposed assessment district.

Moreover, we have additional concerns regarding the proposal to allow development to proceed prior to the approval and completion of transportation improvements. The development triggers are intended to ensure that the necessary transportation improvements are in place when development occurs. The proposed modification to this policy seems to be counter to the spirit of such triggers.

City of San Jose
August 30, 2000
Page 2

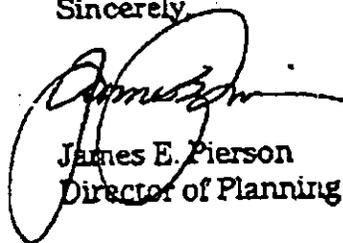
As a result, VTA requests that the Supplemental EIR address the scenario in which development occurs before the identified transportation improvements are constructed. If it is found that deficiencies on the Congestion Management Program (CMP) network would result, VTA may declare the City in non-conformance with the CMP, and require that aggressive Transportation Demand Management (TDM) actions be taken in order to reduce the number of new trips generated by the new development until the improvements are constructed.

Therefore, VTA also requests that the SEIR include the development *and analysis* of an aggressive TDM program for the Edenvale area whose aim would be to reduce the number of newly generated trips to the point at which no deficiencies occur. VTA recommends that the TDM program at least include:

- Direct parking charges for employees to park on-site.
- Parking Cash-out or other direct financial incentive to employees not to park on-site.
- Shuttle connections to transit and services.
- Bicycle and pedestrian access over US 101 at Branham Lane or mid-way between Hellyer Avenue and Silver Creek Valley Road.

VTA appreciates the opportunity to review this project. If you have any questions, please call Christina Jaworski of my staff at (408) 321-5751.

Sincerely,



James E. Pierson
Director of Planning & Development

JEP:CTJ:kh

cc: Cindy Chavez, VTA Board of Directors
Ron Gonzales, VTA Board of Directors
Charlotte Powers, VTA Board of Directors
Alice Woody, VTA Board of Directors
Linda J. LeZotte, VTA Board of Directors
Peter M. Cipolla, General Manager
James R. Derryberry, Director of Planning, City of San Jose
Timm Borden, San Jose Public Works Department
Michael P. Evanhoe, Director of Congestion Management and Highway Programs

Santa Clara Valley Water District



Community Projects Review Unit, Main Building

5750 Almaden Expressway, San Jose, CA 95118

My Phone Number: (408) 265-2607 ext. 2319

My Fax Number: (408) 266-9751

My E-mail: yvonarro@scvwd.dst.ca.us

Date: 10/23/00

To	Company or Agency	Fax Number
Ms. Susan Walton	City of San Jose	277-3250

From: Yvonne Arroyo

Total Pages, including cover sheet: 2

Subject: Edenvale Redevelopment Project

Message: The Santa Clara Valley Water District (District) has reviewed the Draft Supplemental Environmental Impact Report (DSEIR) for the subject project, received on September 13, 2000.

The DSEIR does not address the District's concerns as described in our letter to you dated August 30, 2000 (copy enclosed). The DSEIR should address mitigation for the increased runoff from the additional 200,000 square feet of proposed development and mitigation for water quality impacts from the proposed increase in development area.

The District's comments remain the same as in the enclosed letter.

Please reference District File No. 01723 on future correspondence. If you have any questions, please contact Ms. Yvonne Arroyo at (408) 265-2607, extension 2319.

Sincerely,

Sue A. Tippets, P.E.

Engineering Unit Manager

Community Projects Review Unit

August 30, 2000

File: 01723
Coyote Creek

Re: NOP of a Supplemental EIR for the
Edenvale Redevelopment Project

Ms. Susan Walton
Department of Planning, Building
and Code Enforcement
City of San Jose
City Hall Annex, Room 400
801 North First Street
San Jose, CA 95110-1795

Dear Ms. Walton:

Subject: Edenvale Redevelopment Project

The Santa Clara Valley Water District (District) has reviewed the Notice of Preparation of Supplemental Environmental Impact Report (EIR) for the subject project, received on August 3, 2000. The project proposes to increase the amount of industrial development in the New Edenvale area from 4.8 million square feet, as discussed in the March 2000 EIR, to 5 million square feet and to allow the development of the 5 million square feet of industrial uses to occur prior to the approval and completion of identified "gateway" transportation improvements. The following issues should be discussed in the Supplemental EIR.

The hydrology report in the March 2000 EIR should be revised to address the proposed increase in total future developed areas. The increased runoff from the additional proposed development and its impacts to downstream flooding should be addressed and mitigated for if necessary. The Supplemental EIR should also discuss the timing of the proposed detention facilities used to mitigate for the increased runoff from development of the New Edenvale Area in relation to the timing of the proposed development. Should development be allowed prior to completion of the area-wide detention facility, then temporary mitigation for the increases in runoff from individual developments will need to be implemented until such time that the regional facilities are completed.

Water quality impacts and their construction and post-construction mitigation measures should also be discussed for the increased industrial development.

Additionally, please include amended project maps that clearly delineate the location (including planning subarea) of the new 200,000 square feet of development area.

We look forward to reviewing the Supplemental EIR when it is completed.

If you have any questions, please contact Ms. Yvonne Arroyo at (408) 265-2607, extension 2319.

Sincerely,

ORIGINAL SIGNED BY

Sue A. Tippets, P.E.
Engineering Unit Manager
Community Projects Review Unit

cc: S. Tippets, L. Jaimes, R. Anderson, T. Hipol, L. Melton, M. Dargis, Y. Arroyo, File (2)

YA:jcw:0830b