

SECTION 4.0 REVISIONS TO THE TEXT OF THE DRAFT PEIR

4.1 CHANGES TO THE PROJECT DESCRIPTION SINCE CIRCULATION OF THE DRAFT PEIR

Revisions to the Proposed DSAP/General Plan Land Use Designations

Since the Diridon Station Area Plan Program EIR circulated, the City has determined that fewer changes to the 2040 Envision San José General Plan Land Use Transportation Diagram are required within the DSAP area; specifically, within the Park/San Carlos subarea. This subarea is located in the Southern Zone of the DSAP, generally between north of Park Avenue and south of West San Carlo Street, east of Autumn Street and west of Delmas Avenue. The Park/San Carlos subarea includes the Delmas Park neighborhood, as shown on the figure on the following page.

The figure is divided into three images. The first image shows the existing General Plan designations which include *Downtown*, *Neighborhood/Community Commercial*, and *Residential Neighborhood*. The second image shows the previously proposed DSAP designations of *Transit Residential* and *Urban Residential*, which was the project described in the PEIR. The third image shows what is currently being proposed for the Park/San Carlos Subarea. There would be no change to the majority of parcels; they would remain *Downtown*. All of the parcels previously designated *Neighborhood/Community Commercial* would be redesignated as *Downtown*. Of the sixteen parcels designated on the current General Plan as *Residential Neighborhood*, three would be changed to *Downtown*. These parcels are located south of West San Carlos Street and are currently developed with industrial uses.

The originally proposed Urban and Transit Residential designations would have allowed for residential development up to 95 DU/AC and 250 DU/AC respectively, compared to up to 350 DU/AC with the *Downtown* designation. Since the PEIR was circulated, it has been determined that changing the designations on many of the properties within the Park/San Carlos subarea is not required to meet the objectives of the project. In fact, the existing *Downtown* designation allows projects to have smaller units that could be affordable by design or by their small size, and fit within the intended scale and height of development envisioned by the DSAP and the Delmas Park Strong Neighborhoods Initiative Plan.

The *Downtown* land use designation allows more flexibility for commercial uses than the *Transit Residential* Designation, which supports both residential and residential-commercial mixed use development but does not support stand-alone commercial uses. Allowing stand-alone commercial uses is consistent with and could further the city's ambitious jobs goals in the General Plan. The *Neighborhood/Community Commercial* designation does not allow residential mixed use development and is therefore, inconsistent with the DSAP. For these reasons, the *Downtown* designation is preferred over the *Urban Residential*, *Transit Residential*, and *Neighborhood/Community Commercial* designations for the properties within the Subarea.

The DSAP height guidelines are not proposed to be changed and are independent of the land use diagram; therefore, the height and scale of development that would be supported by the DSAP would not change or be increased by a *Downtown* designation. Further, the overall amount of development within the Southern Zone, of which the Park/San Carlos subarea is a part, would not change with the currently proposed DSAP land uses. For the reasons described above, the City has determined that

the proposed revisions to the DSAP/GP Land Use Designations would allow development more in line with the goals and policies of the Envision General Plan and DSAP when compared to the previously proposed designations of Urban and Transit Residential.

Evaluation of Environmental Impacts

Maximum development amounts by zone are provided in Table 2-2 of the DSAP PEIR. The Southern Zone has been planned to include approximately 805,000 square feet of office/R&D/light industrial uses, 203,000 square feet of retail/restaurant uses, 2,365 residential units, and 650 hotel rooms. The development of the Park/San Carlo subarea is included within these development limits.

As stated on page 48 of the PEIR (Section 2.1.3), these maximum development levels represent a net increase over existing development assume to remain in the Plan area, including the Delmas Park and Museum Park apartment developments within the Park/San Carlos subarea. The amount of development allowed within the Park/San Carlos subarea would not change as a result of the changes in land use designations described above.

In terms of how environmental impacts of the project as described in the PEIR would compare to the changes in DSAP/General Plan land use designations described above, all impacts of development would be the same. Building heights would not be taller and overall development levels would not change. Development would continue to be of a mixed-use type, consistent with the goals of the DSAP and General Plan. There may be slightly more units in some of the residential developments, but the overall number of units would be limited as described above (within the entire Southern Zone).

Allowing slightly higher density residential development (but not more units) and stand-alone commercial uses (but not more square footage) would not result in additional traffic generation or impacts when compared to the analysis in the PEIR. Based on the traffic analysis for the proposed project, trip distribution would be virtually identical because the type of development is the same. In addition, since there are development limits in the Southern Zone and the DSAP overall, traffic and associated air quality and noise impacts, would be the same. For this reason, the amount of traffic generated would be consistent with what was anticipated to be generated by the previously proposed DSAP/GP land uses. Environmental impacts other than those identified in the circulated DSAP PEIR would not occur.

Conclusion

As described above, changing General Plan land use designations within the Park/San Carlos subarea from *Urban Residential* and *Transit Residential* to *Downtown* and *Neighborhood Residential*, which is very similar to the existing land use designations, would not result in different or greater environmental impacts than were previously identified in the circulated PEIR. The Envision San José 2040 General Plan PEIR evaluated the impacts of the current General Plan land use designations in the area and the proposed project would not change them significantly.

For the purposes of CEQA, the City has determined that the proposed changes do not constitute significant new information, as they are so similar to the existing General Plan (existing condition). The changes would not result in new environmental impacts nor cause any previously identified impact to be more severe. The changes do not require any changes to the alternatives analysis in the PEIR. Text changes required for the proposed revisions to the DSAP/GP Land Use Designations are included in Section 4.0 of this Final PEIR. For these reasons, no new analysis is required and recirculation of the PEIR is not warranted.

Below are revisions to the text of the Draft PEIR based on the changes to the Project Description for the Diridon Station Area Plan, dated December 2013. Revised or new language is underlined. All deletions are shown ~~with a line through the text~~.

Page 45 Table 2-1; **ADD** to table as follows:

<u>Downtown</u>	
<p><u>Density</u></p> <p><u>FAR Up to 350 DU/AC;</u> <u>FAR Up to 15.0 (3 to 30 stories)</u></p>	<p><u>This designation includes office, retail, service, residential, and entertainment uses in the Downtown. Redevelopment should be at very high intensities, unless incompatibility with other major policies within the <i>Envision General Plan</i> (such as Historic Preservation Policies) indicates otherwise. Where single-family detached homes are adjacent to the perimeter of the area designated as Downtown, new development should serve as a transition to the lower-intensity use while still achieving urban densities appropriate for the perimeter of downtown in a major metropolitan city. All development within this designation should enhance the “complete community” in downtown, support pedestrian and bicycle circulation, and increase transit ridership.</u></p> <p><u>The area within the Southern Zone, east of Autumn Parkway, is primarily designated with a Downtown land use designation. This land use designation supports residential uses as well as non-residential uses including office, retail, service, hotel, medical and entertainment uses. The designation also supports residential and commercial uses in a mixed-use format. While residential densities approaching 350 dwelling units to the acre may be achievable under the Diridon Station Area Plan through development of high density housing projects that include very small units, new commercial development could not achieve the FAR’s allowed under the General Plan given the height guidelines of this Plan and the need for new development to be compatible with the surrounding neighborhood. New development should, however, be built at relatively high densities/intensities consistent the Plan’s height guidelines and compatible with the surrounding residential neighborhood.</u></p> <p><u>All development within this designation should support pedestrian and bicycle circulation, and encourage transit ridership. Uses that are automobile oriented are discouraged and drive-through uses are not supported. To help activate the corridor, new residential development</u></p>

	along West San Carlos Street should incorporate ground floor commercial uses along this street.
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Page 48 Footnote 27; **DELETE** footnote:

~~Portions of three parcels would be amended from *Urban Residential* to *Transit Residential* in this subarea.~~

Page 49 Footnote 28; **MOVE** footnote to be after second sentence in second paragraph of Section 2.1.4.1; **REVISE** as follows:

The amendments would involve a total of 189 parcels within the Plan area. Of the approximately 159 individual 141 parcels in the Park/San Carlos subarea, 92 94 are currently designated *Downtown*, 17 are designated *Residential Neighborhood*, and 45-48 are designated *Neighborhood/Community Commercial* on the 2040 General Plan Land Use/Transportation Diagram. ~~Two of the 141 parcels would be amended from *Urban Residential* to *Transit Residential*, while another two parcels would be amended from *Residential Neighborhood* to *Urban Residential*.~~ With the proposed changes, approximately 146 parcels would be designated as *Downtown* and 13 would be designated as *Residential Neighborhood*.

Page 49 Section 2.1.4.1 Land Use/Transportation Diagram; **REVISE** bullet list as follows:

- the ~~entire~~ San Carlos Street frontage within the Park/San Carlos subarea, which would be amended from *Neighborhood/Community Commercial* to *Downtown* (48 parcels) ~~a mix of *Downtown*, *Residential Neighborhood*, and *Neighborhood/Community Commercial* to *Transit Residential* or *Urban Residential* (141 parcels).~~

Page 103 Section 4.1.3.4 Consistency with Plans and Policies; **REVISE** as follows:

Consistent with the Urban Village planning process, the DSAP proposes several land use designation amendments to redistribute the location of land uses within the Plan area to meet desired levels of housing and job growth, while minimizing potential land use conflicts. As shown on Figure ~~2-4 2-3~~, the DSAP proposes to change the land use designation to *Urban Residential* or *Transit Residential* in two three areas: the Dupont/McEvoy, ~~Park/San Carlos~~, and Stockton Corridor subareas. These areas are currently designated as *Mixed Use Commercial*, ~~*Downtown*, *Residential Neighborhood*, or *Neighborhood/Community Commercial*~~. These This designations allows the development of residential uses integrated with commercial uses, ~~with the exception of the *Neighborhood/Community Commercial* designation, which is applied to properties along San Carlos Street in the Park/San Carlos subarea.~~

The proposed amendments in the Dupont/McEvoy and Stockton Corridor subareas would allow higher density residential development and taller buildings, when compared to the current *Mixed Use Commercial* designations. The changes in the

Park/San Carlos subareas are intended to allow residential uses along San Carlos Street and encourage mixed use residential development that is compatible with existing uses to remain and the surrounding neighborhoods. Only ~~two~~three properties would be amended from *Residential Neighborhood*. Given that the *Downtown* designation allows for higher intensity development and a wider mix of uses than the proposed designations, the amendments in the Park/San Carlos subarea would allow for a smoother transition to adjacent neighborhoods, while still supporting higher density infill development.

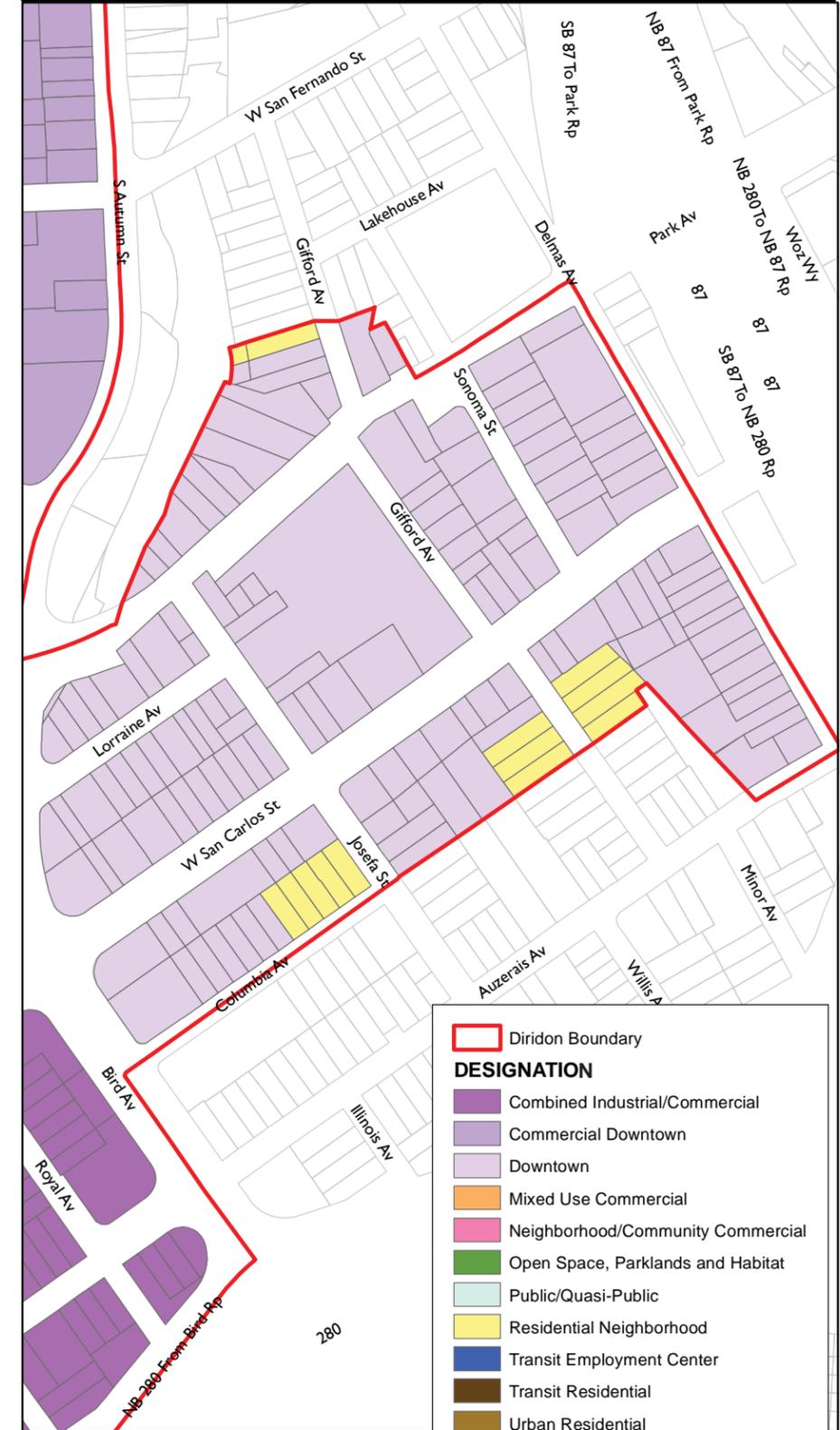
Existing General Plan Land Use Designations



Previously Proposed DSAP/GP Land Use Designations



Currently Proposed DSAP/GP Land Use Designations



DESIGNATION	
	Diridon Boundary
	Combined Industrial/Commercial
	Commercial Downtown
	Downtown
	Mixed Use Commercial
	Neighborhood/Community Commercial
	Open Space, Parklands and Habitat
	Public/Quasi-Public
	Residential Neighborhood
	Transit Employment Center
	Transit Residential
	Urban Residential
	Urban Village

4.2 ADDITIONAL TEXT CHANGES TO THE DRAFT PEIR

This section contains revisions to the text of the Draft PEIR for the Diridon Station Area Plan, dated December 2013. Revised or new language is underlined. All deletions are shown ~~with a line through the text.~~

Page 31 *Figure 1-4; REVISED* as included at the end of this section.

Page 32 *Section 1.2.1.2 Transit Projects; DELETE* paragraph 3:

~~The Peninsula Joint Powers Board, in cooperation with CHSRA, has also begun the process of fully electrifying the Caltrain Corridor extending from the Transbay Transit Center in Downtown San Francisco to the Tamien Caltrain Station in San José. The environmental clearance process for the electrification of the Peninsula Corridor has begun and is expected to be completed by Fall 2014, with construction complete and service activated by late 2019.~~

Page 32 *Section 1.2.1.2 Transit Projects; REVISE* footnote 7 as follows:

Details about the California High Speed Rail project, including the proposed route, can be found at: <http://www.cahighspeedrail.ca.gov/home.aspx>
<http://www.hsr.ca.gov>.

Page 32 *Section 1.2.1.2 Transit Projects; REVISE* footnote 8 as follows:

~~The CHSRA is currently preparing a Phased Implementation Analysis for construction of HSR infrastructure between San Francisco and San José. During the initial phase of operation, the HSR trains would share the existing Caltrain tracks. Source: California High Speed Rail Authority. "San Francisco to San Jose Phased Implementation Fact Sheet." April 2011. Available at: http://www.cahighspeedrail.ca.gov/San_Francisco_-_San_Jose.aspx. Along the San Francisco Bay Peninsula, the CHSRA will operate a "blended" operation with Caltrain, for which the CHSRA will be a tenant on existing Caltrain tracks. "Caltrain/California HSR Blended Operations Analysis." March 2012. Available at: <http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/Final-Caltrain-California+HSR+Blended+Operations+Analysis.pdf>.~~

Page 32 *Section 1.2.1.2 Transit Projects; REVISE* footnote 9 as follows:

California High-Speed Rail Authority (CHSRA) and Federal Railroad Administration (FRA). *Final Program Environmental Impact Report/ Environmental Impact Statement for the Proposed California High-Speed Train System* (August 2005) and *Bay Area to Central Valley High-Speed Train Program Environmental Impact Report/ Environmental Impact Statement* (May 2008). The CHSRA and FRA also

prepared revised EIRs in 2010 and 2012 in response to a court ruling. The issues addressed in the revised EIRs do not affect the HSR segment through the DSAP area. All HSR reports are available at: <http://www.calhighspeedrail.ca.gov/library.aspx> http://www.hsr.ca.gov/Programs/Environmental_Planning/index.html.

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Section 1.2.1.2 Transit Projects; **REVISE** the following text in paragraph one regarding Caltrain electrification:

Caltrain plans to convert its mainline between San Francisco and San José from the current diesel-electric locomotive power to fully electric power. The primary purposes of the Caltrain Electrification Program are to improve train performance, reduce noise, improve regional air quality, and modernize Caltrain. Because electric trains can accelerate and decelerate faster than diesel trains, the program allows operation of additional peak hour trains ~~and provides travel time reductions.~~ ~~Environmental review was completed for the Caltrain Electrification Project in April 2010.~~ Caltrain is the lead agency for the project and previously completed an Environmental Impact Report, but decided to prepare a new EIR for corridor electrification to update existing conditions, the environmental analysis, and the cumulative analysis. The updated EIR was released on February 28, 2014. Caltrain currently anticipates that construction will be complete in ~~2015~~ 2019.

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Section 1.2.1.2 Transit Projects; **REVISE** footnote 13 as follows:

~~U.S. Department of Transportation, Federal Transit Administration, and Peninsula Corridor Joint Powers Board. Caltrain Electrification Program San Francisco to San Jose, Final EIR. July 2009. Caltrain. Peninsula Corridor Electrification Project. February 27, 2014. Available at:~~ <http://www.caltrain.com/projectsplans/CaltrainModernization/Modernization/PeninsulaCorridorElectrificationProject.html>.

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Section 1.2.1.2 Transit Projects; **REVISE** paragraph five as follows:

~~The City is considering a plan to reduce the number of travel lanes on The Alameda from four lanes to two lanes to allow for a landscaped median and bicycle lanes. The Alameda: A Plan for the Beautiful Way (2010) also includes various pedestrian-scale treatments such as crosswalk improvements, construction of bulb-outs, and bus stop enhancements. The plan is related to the larger “Grand Boulevard Initiative” along the entire stretch of the El Camino Real in the Bay area. Construction is currently underway with completion expected in early 2014. In 2009, the City was awarded an MTC grant for improvements to The Alameda consistent with the “Beautiful Way” Plan prepared in April 2010. Implementation of the plan will be done in two phases. Both Phase I and Phase II do not propose a reduction in the number of thru travel lanes.~~

Phase I, from Stockton Avenue to Fremont Street, currently under construction, will provide roadway and pedestrian improvements along The Alameda. Improvements include landscape median islands, signal modifications, enhanced crosswalks with median refuges, corner or sidewalk bulb-outs, and bus stop enhancements.

Similar improvements will continue in Phase II, from Fremont Street to I-880. The project is currently under design with an anticipated 2015-2016 completion date.

Page 34 *Section 1.2.13 Roadway and Streetscapes Improvements; REVISE* fifth paragraph as follows:

San Fernando Street Enhanced Bikeway and Pedestrian Access Project

The City ~~is currently constructing~~ has constructed the San Fernando Street Enhanced Bikeway and Pedestrian Access Project, which includes a variety of streetscape improvements on San Fernando Street between Cahill Street and 10th Street. The western portion of the project alignment is within the Plan area.

Page 34 *Section 1.2.13 Roadway and Streetscapes Improvements; REVISE* sixth paragraph as follows:

The Alameda: A Plan for the Beautiful Way

In 2009, the City was awarded an MTC grant for improvements to The Alameda consistent with the “Beautiful Way” Plan prepared in April 2010. Implementation of the plan will be done in two phases. Both Phase I and II, do not propose a reduction in the number of thru travel lanes.

Phase I, from Stockton Avenue to Fremont Street, currently under construction, will provide roadway and pedestrian improvements along The Alameda. Improvements include landscape median islands, signal modifications, enhanced crosswalks with median refuges, corner or sidewalk bulb-outs, and bus stop enhancements.

Similar improvements will continue in Phase II, from Fremont Street to I-880. The project is currently under design with an anticipated 2015-2016 completion date.”

~~The City is considering a plan to reduce the number of travel lanes on The Alameda from four lanes to two lanes to allow for a landscaped median and bicycle lanes. *The Alameda: A Plan for the Beautiful Way* (2010) also includes various pedestrian scale treatments such as crosswalk improvements, construction of bulb outs, and bus stop enhancements.⁴ The plan is related to the larger “Grand Boulevard Initiative” along the entire stretch of the El Camino Real in the Bay area.⁵ Construction is currently underway with completion expected in early 2014.~~

⁴ The plan is available here: <http://www.sjredevelopment.org/thealamedatransportationimprovements.htm>.

⁵ Additional information on the Grand Boulevard Initiative is available here: <http://www.grandboulevard.net/>.

Page 35 *Section 1.2.1.4 Parks and Trails*; **REVISE** second paragraph as follows:

A portion of the planned Reach 5 trail alignment will be constructed within the DSAP Area on the existing San José Fire Department Training Facility property, located between San Carlos Street and Park Avenue.⁶ The trail will utilize existing pedestrian facilities to cross Park Avenue/Autumn Parkway, then continue north along the west side of Los Gatos Creek. According to the Master Plan, the trail would follow on-street alignments between San Fernando Street and Santa Clara Street, ~~although the City currently plans to construct the trail in the open space created by the Autumn Street realignment project.~~

Page 38 *Section 1.4 Project Objectives*; **REVISE** the first paragraph as follows:

Pursuant to CEQA Guidelines Section 15124, an EIR must include a statement of objectives, including the underlying purpose of the project. The underlying purpose of ~~this proposed project~~ the Diridon Station Area Plan is to transform the Diridon Station Area into a regional destination, ~~with a mix of land uses and sufficient density to support existing and planned transit infrastructure.~~ The Plan will leverage the area's existing and planned transit infrastructure to plan for and encourage the types of mixed-use, livable, walkable, urban employment, entertainment, and living opportunities that Bay Area residents and workers increasingly demand. The City's basic objectives for the proposed project are provided below.

Page 39 *Section 1.4 Project Objectives*; **REVISE** objectives list as follows:

- ~~1-~~ Establish a land use plan and policy framework that will guide future development and redevelopment in the Diridon Station Area toward land uses that support transit ridership and economic development and create a world-class cultural destination. Ambitious job and housing growth capacity is planned for the two growth areas covering Downtown. This growth capacity is important to achieve multiple City goals, including support for regional transit systems, correcting the City's jobs to housing imbalance, and for the development of Downtown as a regional job center, consistent with the Envision San José 2040 General Plan, Strategy 2000, and MTC goals for transit-oriented development near regional transit expansion projects.
- ~~2-~~ Improve pedestrian, bicycle, motorized, and transit connectivity between the station site and existing adjacent commercial and residential areas.
- ~~3-~~ Develop and implement urban design standards that promote walkable, livable, and business supportive environments within the Diridon Station Area.
- ~~4-~~ Provide a variety of commercial and mixed use development opportunities, ranging from large-scale corporate or institutional sites to smaller infill development sites.

⁶ The SJFD Training Facility property is designated on the 2040 General Plan for redevelopment with a new community park.

- ~~5-~~ Create a highly active and lively pedestrian and bicycle friendly environment with excellent connectivity to downtown destinations and regional transit.
- ~~6-~~ Support partner agencies in the expansion of Diridon Station to create a well-integrated center of architectural and functional significance.
- Ensure the continued vitality of the San Jose Arena, recognizing that the Arena is a major anchor for both Downtown San Jose and the Diridon Station area, and that parking and access for Arena customers are critical for the Arena’s on-going success.
- ~~7-~~ Enhance the existing neighborhoods and add high-density residential, commercial, and mixed use development within the Diridon area to act as a catalyst for similar developments in the surrounding areas.
- ~~8-~~ Educate and inform the public about the area planning process and Transit-Oriented Development (TOD) concepts.

Page 43 *Figure 2-2; REVISED* as included at the end of this section.

Page 44 *Figure 2-3; REVISED* as included at the end of this section.

Page 50 *Figure 2-4; REVISED* as included at the end of this section.

Page 55 *Section 2.2.1 Additions and Modifications to the Station; REVISE* the third sentence of the first paragraph as follows:

The new station would be arranged linearly ~~east~~ west of Cahill Street on the south side of Santa Clara Street.

Page 57 *Section 2.2.1 Additions and Modifications to the Station; INSERT* the following text in the second sentence of the first paragraph:

Station support areas (i.e., “back-of-house” areas, equipment, etc.) would be provided at the mezzanine, street, and underground levels.

Page 59 *Section 2.3.1 Public Open Space Network; REVISE* fifth paragraph as follows:

The green fingers would be a minimum of 30 to 40 feet wide and contain landscaping and pedestrian-level amenities such as pathways. The green fingers would be constructed along transportation corridors such as Julian Street, Park Avenue, and the light rail right-of-way in the Southern Zone. ~~A local trail connection is proposed along the former railroad line in the Northern Zone (referred to as the “Northern Railroad Trail”)-~~ Class I and III bike facilities are proposed on Cinnabar Street east of Montgomery Street, which would provide an east-west connection in the north part of the Station area and connect to the Guadalupe River Trail. Together, the green

fingers and trails would provide a network of pedestrian/bicycle pathways connecting the various open spaces within and adjacent to the Plan area.

Page 60 *Figure 2-9*; **REVISED** as included at the end of this section.

Page 61 *Section 2.3.2.1*; **REVISE** fourth paragraph as follows:

The bicycle network would include existing and new Class I bicycle paths, Class II bicycle lanes, and Class III bicycle routes. Class I facilities, which are off-street trails that can also be used by pedestrians, include the planned segment of the Los Gatos Creek Trail and existing Guadalupe River Trail. In addition, the DSAP proposes ~~a~~ new Class I and III bike facilities are proposed on Cinnabar Street east of Montgomery Street, which would provide an east-west connection in the north part of the Station area and connect to the Guadalupe River Trail. ~~trail using a former railroad right of way. The “North Railroad Trail” would run along the Arena parking lot from Santa Clara Street and connect to the Guadalupe River Trail at Autumn Street.~~ The proposed improvements to the pedestrian, bicycle, and street networks are shown on Figure 2-10. Refer to Figure 1-4 for the location of the planned transit facilities.

Page 61 *Table 2-4*; **REVISE** as follows:

Table 2-4: Transportation Improvement Strategies	
<i>Pedestrian Network</i>	
<ul style="list-style-type: none"> • Promote walking connections from surrounding neighborhoods and employment centers to the Plan area by providing a continuous network of sidewalks, paseos, and pathways. • Facilitate pedestrian access and safety through pedestrian enhancements, including the installation of wider sidewalks along key corridors. • Provide <u>Consider</u> enhanced crosswalks at signalized intersections and key pedestrian crossings through the use of pedestrian bulb-outs, median refuge islands, and/or special paving treatments. • Provide <u>Consider</u> mid-block crosswalks and/or pedestrian signals at high-use uncontrolled crossings, as appropriate. • Provide <u>Consider</u> a pedestrian “scramble” <u>signal phasing at locations with high pedestrian volumes adjacent to the Arena (and possibly at other locations with high pedestrian volumes) to allow pedestrians to cross in all directions at once.</u> • Enhance pedestrian underpass connections through installation of ramps, pedestrian-scale lighting, wider sidewalks, and public art. 	
<i>Bicycle Network</i>	
<ul style="list-style-type: none"> • Provide a network of bicycle priority streets that provide linkages throughout the Plan area. • Provide bicycle lanes (Class II facilities) on streets with available right-of-way and higher traffic volumes. • Enhance the safety and comfort of the bicycle network through the use of colored bike lanes, “sharrow” markings, separated bike lanes, signage, and/or other specialized treatments. 	

**Table 2-4:
Transportation Improvement Strategies**

- Develop ~~the Los Gatos Creek Trail and proposed North Railroad trail connection~~ trail connections along Los Gatos Creek and Guadalupe River.
- ~~Provide~~ Where appropriate, provide grade-separated crossings along the Los Gatos Creek and Guadalupe River Trails to enhance connectivity and safety of the trail network.
- Provide sufficient bicycle parking facilities for short-term and long-term purposes.
- ~~Establish and promote a public bike-sharing program that allows free or low-cost rental of bikes at Diridon Station and other key generators.~~ With the Station Area as its focus, promote usage of the existing bike share station and overall expansion of the program to encourage cycling as a primary mode of transit without having to transport a bicycle.
- Support the expansion of Diridon Station’s bicycle parking supply with the aim of creating a major bicycle parking facility, such as the 4th and King Bike Station in San Francisco.

Transit

- Consider using electric vehicles for the Downtown Area Shuttle (DASH).
- Enhance bus stops with appropriate amenities (shelters, benches, lighting, real-time passenger information) to improve the overall comfort and safety for transit riders.
- Support rail transit operators (including VTA, Caltrain, ACE, Amtrak, and BART) to improve service and amenities that increase daily ridership and reduce potential negative effects on the community.
- Consider implementing an additional shuttle route connecting Diridon Station and Mineta San José International Airport (SJC).

Complete Streets

- Improve the street grid system by creating new street connections and shorter blocks to promote additional travel options and reduce walking distances to destinations.
- Provide adequate width for all sidewalk uses, including loading and unloading from on-street parking, walking traffic, window shopping traffic, bicycle parking, and street furniture.
- Provide street trees to separate the pedestrian walkway from the bicycle and/or vehicle travel way, and to add identity and enhance the aesthetics of the area.
- ~~Install~~ Provide pedestrian-scale lighting on key streets, crosswalks, and mid-block crossings.
- Provide amenities such as kiosks, benches, newspaper racks, trash cans, bus shelters, café tables, hanging flower baskets, and chairs to increase the number of opportunities for people to socialize and spend leisure time outdoors along public streets.
- Incorporate “green street” features such as pervious surfaces, open channels, and vegetated drainage swales at appropriate locations.
- Remove existing pork-chop islands to enhance pedestrian safety.
- ~~Install~~ Consider roundabouts at ~~identified key~~ identified key locations ~~(refer to Figure 2-10)~~ to improve safety and reduce greenhouse gas emissions. ~~and~~ Consider additional alternative locations for future roundabouts.
- Consider implementing “road diets” on other streets with projected excess vehicle capacity to reduce the number of travel lanes or the roadway width and to use the available public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities, or landscaping.
- Provide continuous sidewalk improvements along major arterial streets. Close gaps between pedestrian connections.

Page 62 *Figure 2-10; REVISED* as included at the end of this section.

Page 64 *Section 2.3.2.2 and Table 2-5; REVISE* the third paragraph as follows:

The City Council-adopted Envision San José 2040 General Plan calls for a significant reduction in single-occupant vehicle (SOV) travel. It sets the goal of reducing SOV trips from about 80% currently to 40% in 2040. The DSAP parking analysis is based on a projection of 60% total auto trips with the remaining 40% of trips by other modes of travel (transit, walking, and bicycling). The projected parking ratios are consistent with the Envision San

José 2040 General Plan's goal to reduce drive alone automobile trips from 77.8% of all commute trips to no more than 40% of all commute trips. The future projected parking ratios were used to develop the test fit plan in the DSAP, which determined the amount of development that could realistically be accommodated in the Plan area and is analyzed in this PEIR.

Land Use Type	Minimum Parking Spaces per Unit
Commercial/R&D	1.51 spaces per 1,000 gross net square feet of space*
Retail	0 spaces
Residential	1 space per unit
Hotel	0.2 spaces per room
* Weighted average of the three zones.	

Page 64 *Section 2.3.2.2; REVISE* the fourth paragraph as follows:

The projected residential parking ratio is also consistent with the current Downtown minimum parking requirements for residential uses. The projected future parking ratios for commercial/R&D and hotel uses are lower, however, than the current minimum required parking spaces in the Downtown. For example, Downtown commercial office and R&D uses are required to have a minimum of 2.135 spaces per 1,000 ~~gross-net~~ square feet of space, while in the DSAP the projected parking ratios are 1.51 spaces per 1,000 gross square feet of commercial/R&D space. The minimum Downtown parking requirement for hotels is currently 0.35 spaces per room versus a projected parking ratio of 0.2 spaces per room in the DSAP.⁷

⁷ Development in the Downtown that qualifies for parking exemptions by providing transportation demand management measures, can reduce their off-street parking ratios by 50%. For example, commercial office and R&D development that qualifies for a 50% parking reduction would only be required to provide a parking ratio of 1.06 spaces per 1,000 square feet of building area.

Page 65 *Section 2.3.2.2; REVISION* the sixth paragraph as follows:

While the projected parking ratios are lower than those required Downtown, the project does not propose revisions to Municipal Code parking requirements to support these ratios. Revisions, if necessary, would be considered during subsequent phases of the DSAP planning process. The application of ratios would be flexible and may change overtime, as the parking supply and demand would be managed through a comprehensive Transportation Demand Management (TDM) and Parking Management Plans to be prepared for the DSAP area, as described further below and in the DSAP.

Page 66: *Section 2.3.2.3; REVISION* the section as follows:

2.3.2.3 *Transportation and Parking Demand Management ~~Plan~~*

During the next phase of the DSAP planning process, a Transportation Demand Management (TDM) and Parking Management Plan (~~TPMP~~) will be prepared to manage travel demand and maximize efficient use of parking and transportation resources, integrating the proposed parking and transportation improvement strategies described in the above sections. ~~One of the objectives of the TPMP is to reduce parking intrusion within existing surrounding neighborhoods.~~

~~The TPMP will include~~ A well-designed parking management plan can efficiently manage parking tools using both parking supply and demand approaches for both short- and long-term traffic management. On the supply side, recommended management tools include parking trade, shared parking , advanced parking reservation systems (APRS), permit parking programs, preferential parking for carpools and vanpools, and way-finding and parking guidance systems (PGS). Demand management approaches include on- and off-street pricing, “unbundling” parking costs from other user costs, and cash-out programs to allow employees to choose between free parking or the equivalent cost of the subsidized parking space. These programs are described in detail in the DSAP.

In addition to the Parking Management Plan, a companion TDM Plan would encourage adoption of alternative modes of transportation and support efficient use of the Station area’s valuable parking resources. TDM measures include design-based and program-based strategies to manage travel demand. At a minimum, the TDM Plan could include: discounted transit passes, car-sharing programs, biking facilities (e.g., lockers, bike sharing, bike valet), guaranteed ride home programs, and employee shuttles to Diridon Station. These programs are also described in detail in the DSAP.

~~The TPMP will also include a transportation demand management (TDM) plan that will utilize design based and program based strategies to manage travel demand. At a minimum, the TDM plan will include: discounted transit passes, car-sharing~~

~~programs, biking facilities (e.g., lockers, bike sharing, bike valet), guaranteed ride home programs, and employee shuttles to Diridon station. These programs are described in detail in the DSAP.~~

~~The San José Arena currently implements a TPMP that has substantially reduced traffic, parking, and pedestrian access impacts on event days. As stated in the Baseball Stadium SEIR, a detailed TPMP will be prepared for the stadium to implement short term traffic controls on game days to provide for efficient ingress and egress of vehicles, pedestrians, and transit services to and from the ballpark, Arena, and identified parking facilities to minimize the effect of stadium/Arena traffic and parking on surrounding neighborhoods.~~

Page 66

Section 2.3.2.4; **ADD** to this page:

2.3.2.4 Transportation and Parking Management Plan (TPMP)

The City of San José, in partnership with San Jose Arena Management and the San Jose Arena Authority (SJAA), utilize an event-based Transportation and Parking Management Plan (TPMP). The most recent edition was prepared in 2005.

The purpose of the TPMP is to establish event traffic and parking management strategies for the San Jose Arena that:

- 1) Promote efficient and effective vehicular and pedestrian traffic circulation;
- 2) Provide convenient and easy access to and from area parking facilities;
- 3) Minimize traffic congestion on surrounding roadway facilities; and
- 4) Minimize traffic and parking intrusion into surrounding business and neighborhood communities.

The TPMP will be periodically updated as the Diridon area develops and the Arena continues to operate at a high level of activity.

Page 73

Section 2.5.1.3 *Diridon Station Expansion Plan*; **INSERT** the following text in the second sentence of the first paragraph:

The CHSRA, in cooperation with the City of San José, is also the Lead Agency for the construction of streetscape improvements associated with the HSR project (i.e., pedestrian and bicycle facilities, landscaping, soundwalls, fencing, utilities, etc.), although the City would be responsible for ownership and long-term maintenance of any facilities within its right-of-way.

Page 73

Section 2.5.1.3 *Diridon Station Expansion Plan*; **REVISE** footnote 42 as follows:

As described in Section 1.2.1.2, the public release of the Draft EIR/EIS for the San José to Merced segment is currently scheduled for the fall of 2013 2016. The

EIR/EIS will evaluate conceptual or preliminary station layout/design only. Architectural design will not be included in this review, but will be included in the subsequent project implementation scope.

Page 74 *Section 3.0 Consistency with Adopted Plans; INSERT* the following text as the third line of Table 3.1:

<u>California High-Speed Train Program Plan (2005) California High Speed Rail Authority</u>	<u>4.1 Land Use</u>
---	---------------------

Page 108 *Section 4.1.4.1 Land Use Compatibility; INSERT* the following text in the first sentence of the third paragraph:

According to the Program EIRs prepared for the HSR project (FRA, 2005 and 2008), high speed rail is considered highly compatible if it would be located in areas planned for multi-modal transportation centers, transit-oriented development, redevelopment/revitalization, and/or high-intensity employment uses.

Page 112 *Section 4.2.1.3 Pedestrian and Bicycle Facilities; REVISE* bullet list as follows:

- **Bike paths (Class I):** paved pathways that are separated from roadways and are designated for the exclusive use of bicycles and pedestrians.
- **Bike lanes (Class II):** lanes for bicyclists adjacent to the outer vehicle travel lanes, with special lane markings, pavement legends, and signage.
- **Bike routes (Class III):** low-traffic streets signed for bike use, with signage and shared-lane markings known commonly as “sharrows”. ~~with no separated right-of-way or lane striping.~~

Page 112 *Section 4.2.1.3 Pedestrian and Bicycle Facilities; REVISE* third paragraph follows:

The two nearest Class I paths include the Guadalupe River Trail (between Virginia Street south of I-280 to Gold Street in Alviso I-880 and I-280) and Los Gatos Creek Trail (Lonus Street to San Carlos Street). Surveys conducted in 2007 and 2008 show that nearly 1,000 people use the Guadalupe River Trail daily, with a majority reporting that they commute to work in Silicon Valley.⁸

Page 113 *Section 4.2.1.3 Pedestrian and Bicycle Facilities; REVISE* bullet list as follows:

Existing bike lanes in the general area include the segments of:

- San Fernando Street, between Cahill Street to 11th Street SR-87 and 10th Street
- Park Avenue, between Naglee Avenue and Race Street

⁸ Envision PEIR.

- Coleman Avenue, between Taylor Street and SR 87
- 7th Street, between Santa Clara Street to Empire Street ~~Saint James Street and Empire Street~~
- 7th Street, between Hedding Street and Commercial Street
- Commercial Street, between 4th Street to 10th Street ~~1st Street and 10th Street~~
- Coleman Avenue, between Newhall Drive and McKendrie Street
- Cahill Street, between Crandell to San Fernando
- Almaden Boulevard, between Santa Clara to Woz Way
- Almaden Boulevard, between St. John Street to Santa Clara
- Notre Dame Ave, between Carlylse to St. John Street
- Woz Way, between Almaden Boulevard to San Carlos St
- Balbach, between Almaden Boulevard to Almaden Ave
- 3rd Street, between Reed Street to Jackson Street
- 4th Street, between Reed Street to Jackson Street
- 7th Street, between San Salvador Street to Tully Road
- 10th Street, between Keyes Street to Hedding Street
- 10th Street, between Keyes Street to Old Bayshore
- Hedding Street, between Ruff Drive to 17th Street
- Empire Street, between 1st Street to 10th Street
- Empire Street, between 15th to 21st Street
- Bird Avenue, between Virginia to Coe
- Taylor Street, between 1st Street to Spring Street

Page 113

Section 4.2.1.3 Pedestrian and Bicycle Facilities; **REVISE** first paragraph as follows:

~~In addition, on San Fernando Street between Diridon Station and SR 87, the City has installed “sharrow” symbols on the pavement to designate the appropriate travel path for cyclists and increase driver awareness of bicycles.~~

Existing bike routes in the general area include the segments of:

- St. John Street, between Almaden Boulevard to 17th Street
- San Salvador Street, between Market Street to 16th Street
- Vilola Avenue, between Almaden Avenue to Market Street
- Balbach Street, between Almaden Avenue to Market Street
- Almaden Avenue between Balbach Street to Viola Avenue
- Notre Dame Avenue, between Santa Clara to Carlylse
- Empire, between 10th Street to 15th Street
- Virginia, from Drake Street to the Guadalupe River Trail
- Park Avenue, between Sunol Street to Race Street
- 7th Street, between Empire to Hedding Street

Page 113 *Section 4.2.1.6 Planned Transportation Improvements*; **REVISE** footnote 67 as follows:

~~In addition to long-term plans for electrification, some of the planned short-range improvements to Caltrain modernization also includes upgrading the signaling and communications systems, replacing old bridges, and eliminating all of the remaining “hold-out” stations (where trains are required to wait while another train is in the main station).~~

Page 114 *Section 4.2.1.6 Planned Transportation Improvements*; **REVISE** bullet list as follows:

- California High Speed Rail (HSR) from San Francisco to Los Angeles
- Bay Area Rapid Transit (BART)
- Caltrain Electrification⁹
- Construction of a LRT station on the south side of San Carlos Street, east of Sunol Street
- BRT Improvements for The Alameda/Santa Clara Street/Alum Rock corridor
- New BRT service on San Carlos Street
- Coleman Avenue/Autumn Street Improvement Project
- Park Avenue Narrowing between Sunol Street and Montgomery Street
- San Carlos Street Overpass Replacement
- ~~San Fernando Street Enhanced Bikeway and Pedestrian Access Project~~
- The Alameda: A Plan for the Beautiful Way
- Los Gatos Creek Trail, Reach 5 (San Carlos Street to Santa Clara Street)

Page 145 *Section 4.2.3.6 Impacts to Pedestrian, Bicycle and Transit Facilities*; **REVISE** third paragraph as follows:

New street connections and shorter blocks will be provided to make walking and biking more convenient. To ensure that adequate facilities are provided for pedestrian and bicycle travel, public streets will include a continuous sidewalk network and an interconnected network of bicycle paths, lanes, and boulevards. Wider sidewalks would be provided on key corridors to accommodate higher volumes of pedestrian traffic. To expand the network of off-street pathways and increase pedestrian/bicycle linkages, “green fingers” (i.e., wide linear parks with pathways) will be provided along key transportation corridors, as shown on Figure 2-10, and paseos and pathways will be incorporated into new development. To improve pedestrian safety, the City will remove existing pork-chop islands in the Plan area, ~~install roundabouts at identified locations,~~ and provide enhanced crosswalks through the use of pedestrian bulb-outs, median refuge islands, and/or special paving treatments.

⁹ In addition to long-term plans for electrification, some of the planned short-range improvements to Caltrain include upgrading the signaling and communications systems, replacing old bridges, and eliminating all of the remaining “hold-out” stations (where trains are required to wait while another train is in the main station).

Page 180 *Section 4.3.5.2 Cumulative Noise Impacts related to Land Use Compatibility;* **REVISE** the second sentence of the first paragraph as follows:

With the contribution of HSR, it is unlikely that future noise levels at these locations would exceed the conditionally ~~expectable~~ acceptable level of 80 dBA DNL, based on existing ambient conditions (up to 74 dBA DNL), HSR travel speeds (less than 125 mph), and estimated noise level along the HSR alignment (approximately 70 dBA DNL at a distance of 50 feet).

Page 232 *Section 4.6.2.2 Airport Regulations;* **REVISE** the first sentence of the seventh paragraph as follows:

Part 25

~~As described in Section 4.2 Transportation,~~ Part 25 of the Federal Aviation Regulations requires airlines to design emergency flight procedures in the event of a total power loss in one engine during takeoff. The One-Engine Inoperative (OEI) procedures are designed such that the aircraft would gain some altitude and follow a simple flight path over the lowest terrain that would allow a return to the airport.¹⁰ OEI heights are generally not considered by the FAA in its Part 77 reviews. Accordingly, the City applies FAA Part 77 height criteria during review of proposed development projects under CEQA.

Page 256 Table 4.7-1 General Plan Policies: Biological Resources; **REVISE** table as follows:

Table 4.7-1: General Plan Policies: Biological Resources	
Riparian Corridors	
Policy ER-2.1:	Ensure that new public and private development adjacent to riparian corridors in San José are consistent with the provisions of the City’s Riparian Corridor Policy Study and any adopted Santa Clara Valley Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP).
Policy ER-2.2:	Ensure that the 100-foot setback from riparian habitat is the standard to be achieved in all but a limited number of instances, only where no significant environmental impacts would occur.
Policy ER-2.3:	Design new development to protect adjacent riparian corridors from encroachment of lighting, exotic landscaping, noise, and toxic substances into the riparian zone.

¹⁰ Although aircraft are designed to fly safely with one engine inoperative, their rate of climb is substantially reduced and obstacles need to be lower than for a normal departure. Heavier planes ascend at a slower rate.

Policy ER-2.4:	When disturbances to riparian corridors cannot be avoided, implement appropriate measures to restore and/or mitigate damage and allow for fish passage during construction.
Policy ER-2.5:	<u>Restore riparian habitat through native plant restoration and removal of non-native/invasive plants along riparian corridors and adjacent areas.</u>

Page 260 *Section 4.7.3.2 Impacts to Sensitive Habitats*; **REVISE** the first sentence of the third paragraph as follows:

Within the Plan area, Los Gatos Creek runs adjacent to the San José Fire Department Training Facility ~~through~~ an approximately eight-acre property ~~that is owned by the City of San José and~~ north of West San Carlo Street.

Page 270 *Section 4.7.3.4 Impacts to Special Status and Protected Species, Measures Included in the Project to Reduce and Avoid Impacts to Special Status Species*; **REVISE** the second bullet point under *Nesting Raptors and Migratory Birds* as follows:

Nesting Raptors and Migratory Birds: Future projects that could directly or indirectly affect trees that provide nesting habitat for raptors and native birds will be required to implement the following measures, in compliance with the Federal MBTA and/or the California Fish and Game Code.

- Tree removal and construction should be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February through August.
- If this is not possible, a qualified ornithologist shall complete pre-construction surveys to identify active raptor nests that may be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August), unless a shorter pre-construction survey is determined to be appropriate based on the presence of a species with a shorter nesting period, such as Yellow Warblers. During this survey, the ornithologist will inspect all trees and other possible nesting habitats in and immediately adjacent to the construction areas for nests. If an active nest is found in an area that will be disturbed by construction, the ornithologist will designate a construction-free buffer zone (typically 250 feet) to be established around the nest, in consultation with CDFG. The buffer would ensure that raptor or migratory bird nests will not be disturbed during project construction.
- The applicant shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Planning, prior to the issuance of any grading or building permit.

Page 286 *Section 4.9.1.1 Stormwater Drainage*; **REVISE** the third paragraph as follows:

Stormwater runoff from the Plan area is conveyed to Guadalupe River either directly or indirectly via Los Gatos Creek through 17 outfalls. City records indicate that the Howard Street/West Julian Street outfall is in disrepair, but is still functioning. It is not currently listed in the Storm Sewer Capital Improvement Program (CIP). However, the District has been in discussions with the City regarding the upsizing and replacement this outfall in the near future as part of the proposed Autumn Parkway improvement project. All other outfalls in the area are in serviceable condition.

Page 289 *Section 4.9.2.2 Dam Safety*; **REVISE** the first sentence of the second paragraph as follows:

~~The Plan area is located within a dam failure inundation zone for Anderson Dam, which~~ The Plan area is located within a dam failure inundation zone for Lenihan Dam at Lexington Reservoir and Anderson Dam at Anderson Reservoir. Both dams were constructed in the 1950's and are owned and operated by the SCVWD.

Page 297 *Section 4.9.3.2 Flooding Impacts*; **REVISE** first paragraph as follows:

As described above and shown on Figure 4-10, two areas within DSAP boundaries are designated as 100-year flood hazard zones. The DSAP Land Use Diagram proposes commercial and industrial uses in these locations; therefore, the project would not place housing in flood hazard areas. Structures would not impede flood flow because these two areas are not adjacent to a creek channel. However, placement of structures on fill within these areas, as proposed, may redirect and/or increase the depth of flooding as the fill will displace flood waters. Therefore, future development in the 100-year floodplain ~~however,~~ could be inundated with flood waters during severe storm events, endangering people and property.

Page 298 *Section 4.9.3.2 Flooding Impacts*; **REVISE** the first paragraph as follows:

~~As described in Section 4.9.2.2 above, the potential for dam failure is reduced by several regulatory inspection programs and risks to people and property in San José are reduced by local hazard mitigation planning. Furthermore, the~~ The SCVWD is limiting water levels at Anderson Dam to provide additional safety until further analyses and improvements to the dam are completed. With these precautions, the failure of Anderson Dam is considered unlikely and the extent of inundation would be less severe than predicted by the worst case analysis though the extent of inundation would remain unchanged as the storage capacity would be restored. Additionally, the DSAP would still be subject to inundation from Lenihan Dam. As described in Section 4.9.2.2 above, the potential for dam failure is reduced by several regulatory inspection programs and risks to people and property in San José are reduced by local hazard mitigation planning. Therefore, future development under

the DSAP would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of dam failure.

Page 367 *Section 4.13.4.1 Impacts to Visual Character; REVISION* the first sentence of the third paragraph as follows:

The HSR tracks would extend from Diridon Station on an elevated structure, approximately ~~45~~ 60 feet above grade.

Page 367 *Section 4.13.4.1 Impacts to Visual Character; REVISION* footnote 329 as follows:

The HSR components are based on the ~~Bay Area to Central Valley High-Speed Train Program EIR/EIS (2008) Draft 2014 California High-Speed Rail Business Plan prepared by the CHSRA and FRA. The draft Business Plan was made available to the public on February 7, 2014 and the Final version is expected in May 2014.~~ The CHSRA is currently preparing a Phased Implementation Analysis for construction of HSR infrastructure between San Francisco and San José. During the initial phase of operation, the HSR trains would share the existing Caltrain tracks.

Page 367 *Section 4.13.4.1 Impacts to Visual Character; REVISION* the third sentence of the third paragraph as follows:

The catenary system, which consists of the poles, cables, and wires that provide the electrical power to the railway, reaches up to ~~25~~ 30 feet above the trackway.

Page 367 *Section 4.13.4.1 Impacts to Visual Character; REVISION* the sixth sentence of the third paragraph as follows:

Typical sound barriers are built from masonry or pre-cast concrete and are approximately eight to 12 feet tall, although other materials and heights are used, including low walls made of prefabricated metal ~~or wooden panels~~.

Page 378 *Section 4.15.3.2 Induce Substantial Population Growth; REVISION* the second sentence of the third paragraph as follows:

The DSAP allows for the development of 2,588 dwelling units in the Plan area. The DSAP ~~assumes that 15 percent of the new units would be affordable housing~~ includes a policy goal that a minimum of 15% of residential units in the Plan area be affordable to households of low- and moderate-income. Based on the standard rate of 3.06 people per household in San José, new residential development would result in a population of approximately 7,919 people. Applying more typical rates for higher density multi-family housing rates (two people per market-rate units and 2.7 people per affordable unit) would generate a residential population of 5,450. The DSAP also provides capacity for approximately 23,010 new jobs.

Page 379 *Section 4.15.3.3; REVISE* the fifth sentence of the second paragraph as follows:

The Plan area currently contains a mix of uses, with existing residential uses concentrated in the Arena North and Park/San Carlos subareas. Under maximum build-out, existing residential uses would be replaced with higher intensity development, with the exception of a few existing developments that were constructed during the last 10-15 years and are assumed to remain (e.g., Museum Park). Implementation of the DSAP could displace a portion of the approximately 1,430 existing residents in the Plan area. However, some of these residents may relocate to new housing in the Plan area. It should be noted that while new housing may be more expensive due to higher construction costs in the future, ~~it is anticipated that approximately 15 percent of the total residential units proposed would be affordable housing units~~ the City has a policy goal that a minimum of 15% of residential units in the Plan area be affordable to households of low- and moderate-income. Given that the project would not result in a large net increase in dwelling units, the displacement of existing residential uses would not necessitate the construction of replacement housing elsewhere.

Page 385 *Section 4.16.1.4 Parks and Recreation; REVISE* third paragraph as follows:

There are currently over 54 miles of trails in San José. The City has determined that all residents may access a trail within three miles of home.¹¹ The closest to the Plan area are the Guadalupe River Trail and Los Gatos Creek Trail. The Guadalupe River Trail extends 9.4 miles from Virginia Street north to Gold Street in Alviso. There is a small gap in the trail on the western side of the river between Julian Street and St. John Street ~~the UPRR line~~. It is anticipated that this gap will be filled upon completion of the at-grade crossing of Autumn Parkway, as planned under the Coleman Avenue/Autumn Street Improvement Project.

Page 427 *Section 9.0 References; REVISE* the second source on this page as follows:

“San Francisco to San Jose Phased Implementation Fact Sheet.” April 11, 2011. Available at: http://www.cahighspeedrail.ca.gov/San_Francisco__San_Jose.aspx http://www.hsr.ca.gov/docs/programs/statewide_rail/proj_sections/SanFran_SanJose/San_Francisco_to_San_Jose_Phased_Implementation_Fact_Sheet_4_11_11.pdf.

Page 427 *Section 9.0 References; REVISE* the third source on this page as follows:

California High-Speed Rail Authority and Federal Railroad Administration (FRA). Bay Area to Central Valley High-Speed Train Program Environmental Impact Report/ Environmental Impact Statement. Accessed October 15, 2013. Available at: <http://www.cahighspeedrail.ca.gov/library.aspx> http://www.hsr.ca.gov/Programs/Environmental_Planning/index.html.

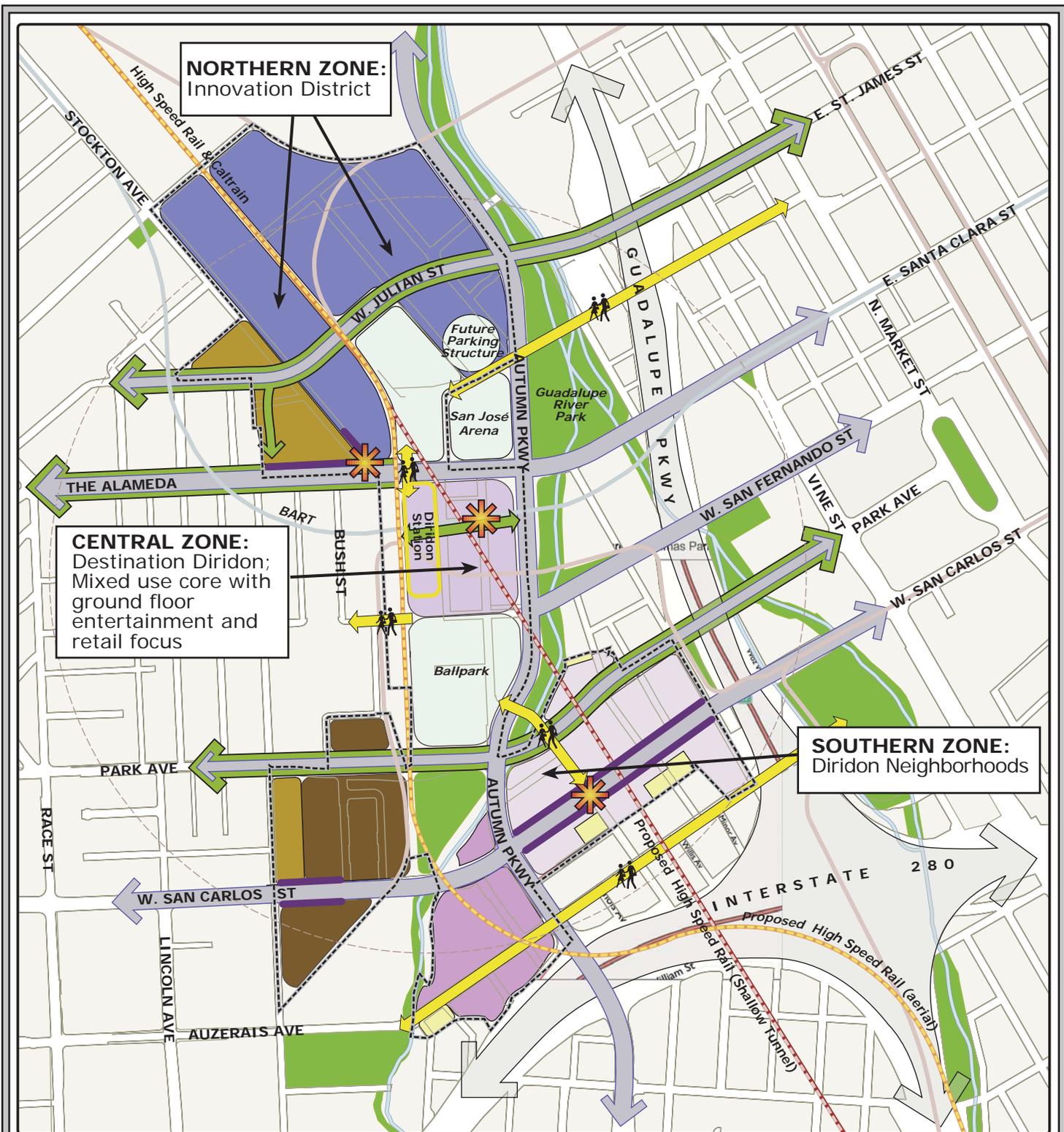
¹¹ City of San José, Department of Parks, Recreation, and Neighborhood Services. *Residents' Proximity to Off-Street Trails*. Map. May 2010. <<http://www.sjpark.org/Trails/Reports/3-mile%20buffer%2011x17.jpg>>

- Page 427 *Section 9.0 References; INSERT* the following sources in between CalRecycle and City of Los Angeles:
- Caltrain. “Peninsula Corridor Electrification Project.” February 27, 2014. Available at: <http://www.caltrain.com/projectsplans/CaltrainModernization/Modernization/PeninsulaCorridorElectrificationProject.html>.
- . ““Caltrain/California HSR Blended Operations Analysis.” March 2012. Available at: <http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/Final-Caltrain-California+HSR+Blended+Operations+Analysis.pdf>.
- Page 429 *Section 9.0 References; INSERT* the following source in between County of Santa Clara and Guadalupe River Park Conservancy:
- G.B. Arrington and Robert Cervero. *TCRP Report 128 - Effects of TOD on Housing, Parking, and Travel*, page 13. Washington, D.C.: Transportation Research Board, 2008.
- Page 429 *Section 9.0 References; INSERT* the following sources in between IPCC and NOAA:
- Jed Kolko, *Making the Most of Transit: Density, Employment Growth, and Ridership Around Stations*, page 22. Sacramento: Public Policy Institute of California. 2011.
- Jarrett Walker. *Human Transit: How Clearer Thinking About Public Transit Can Enrich Our Communities and Our Lives*, page 124. Washington, D.C.: Island Press. 2011.
- Page 429 *Section 9.0 References; INSERT* the following source in between RWQCB and San Jose Water Company:
- Robert Cervero and John Landis. “*Twenty Years of the Bay Area Rapid Transit System: Land Use and Development Impacts*, page 320.” *Transportation Research Part A* 31, no. 4. 1997.
- Appendix A *Notice of Preparation (NOP) and Responses to the NOP; REPLACE* Responses to the NOP, as shown in the attached Appendix A.

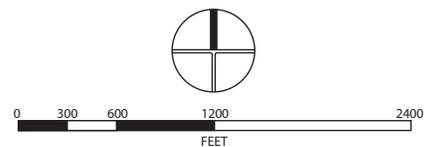


PLANNED PROJECTS IN THE DSAP AREA

(REVISED) FIGURE 1-4

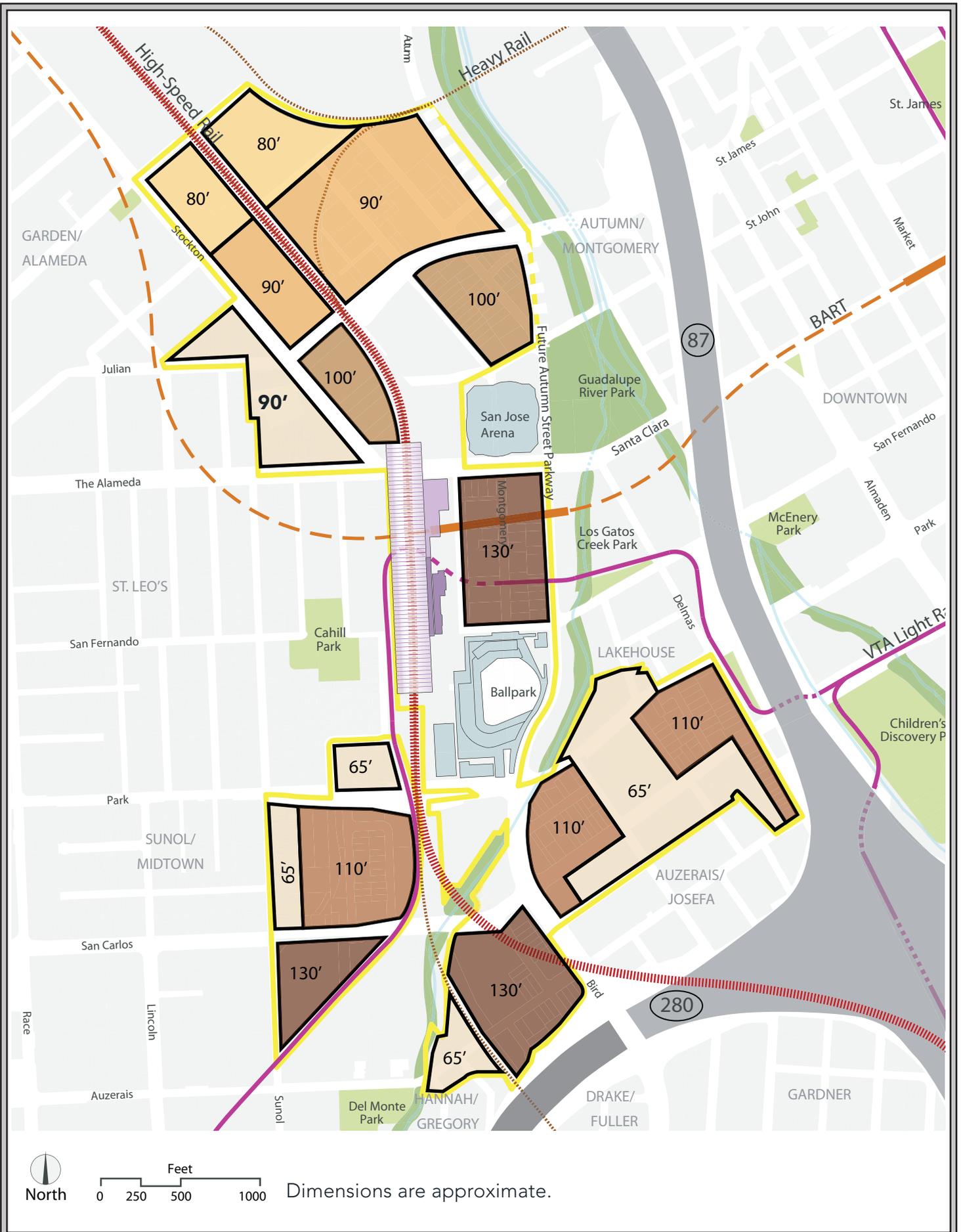


- | | | | |
|--|--|--|------------------------------|
| | Downtown | | Retail Frontage |
| | Commercial Downtown | | Arterial Street |
| | Transit Employment Center | | Collector Street |
| | Combined Industrial/Commercial | | Green Street |
| | Transit Residential (65-250 du/ac) | | Green Connection |
| | Urban Residential (30-95 du/ac) | | Neighborhood/Activity Center |
| | Neighborhood Residential (typically 8 du/ac) | | Pedestrian Connection |
| | Park/Open Space | | Station |
| | Public/Quasi Public Ballpark | | |



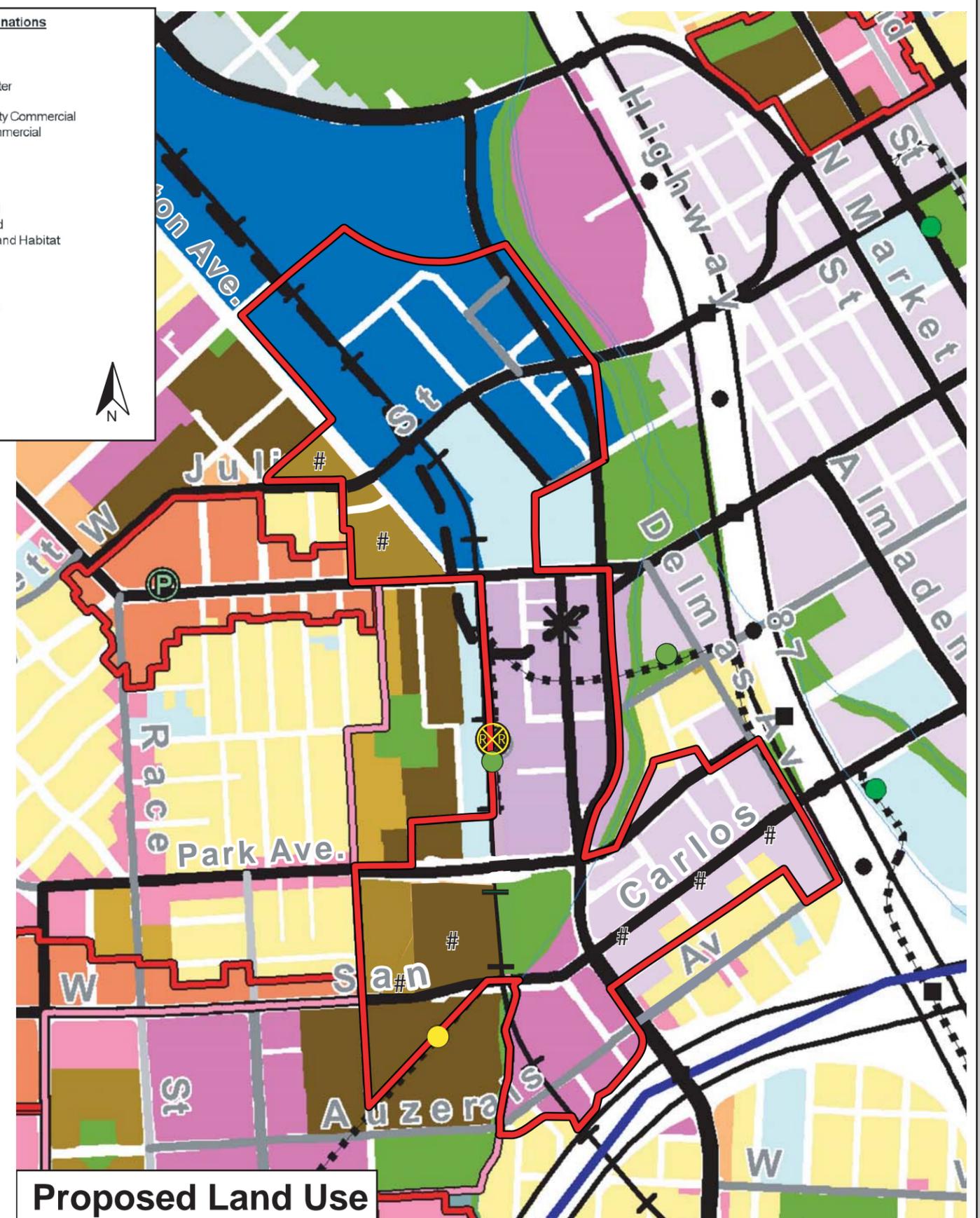
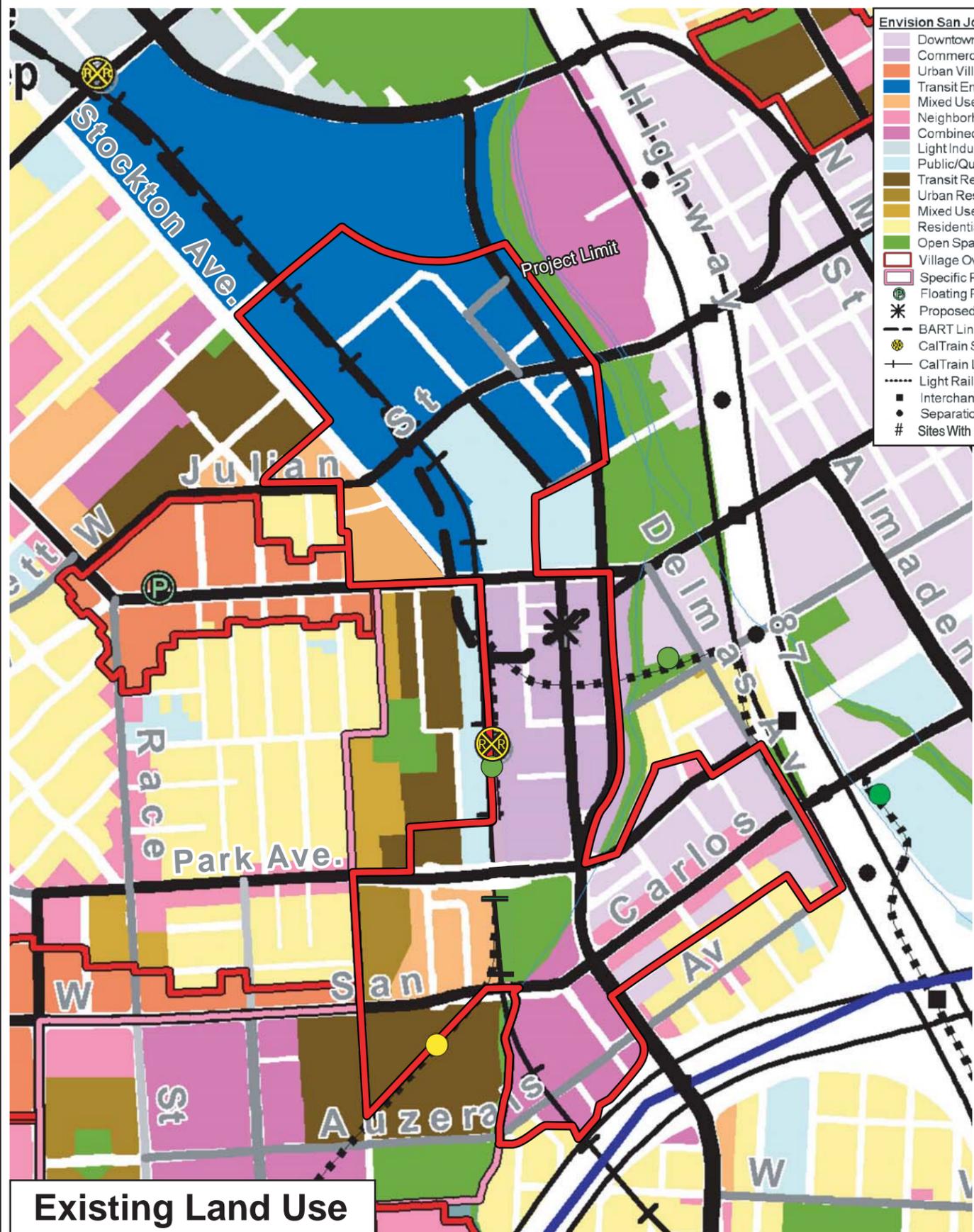
PROPOSED LAND USE PLAN

(REVISED) FIGURE 2-2



PROPOSED BUILDING HEIGHT LIMITS

(REVISED) FIGURE 2-3



EXISTING AND PROPOSED LAND USE DESIGNATIONS ON THE 2040 GENERAL PLAN LAND USE/TRANSPORTATION DIAGRAM

(REVISED) FIGURE 2-4

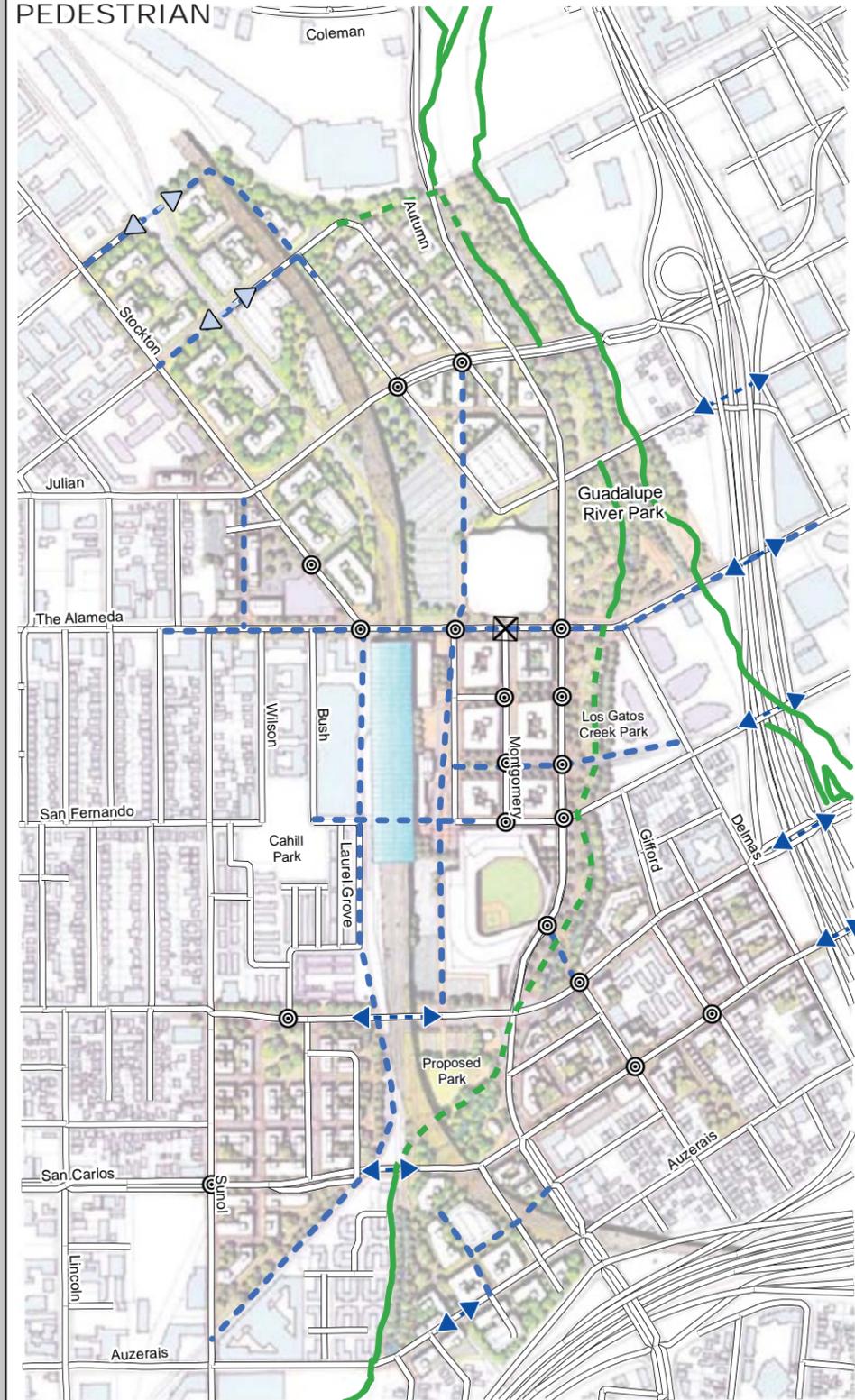


- 1 Guadalupe River & Los Gatos Creek Parks
- 2 Community Park
- 3 Green Finger & Pedestrian Connection
- 4 Primary Public Plaza
- 5 Neighborhood Square
- 6 Green Street
- 7 Existing Park



Note: The pedestrian connections along St. John St., Auzerais Ave., and West San Carlos are expected to contain landscaping and pedestrian level amenities such as pathways.

PEDESTRIAN



- Proposed Enhanced Pedestrian Underpass Connection
- New Pedestrian Scramble
- Intersection
- Class I Bicycle Path - Existing
- Class I Bicycle Path - Proposed
- Proposed Enhanced Pedestrian Connection

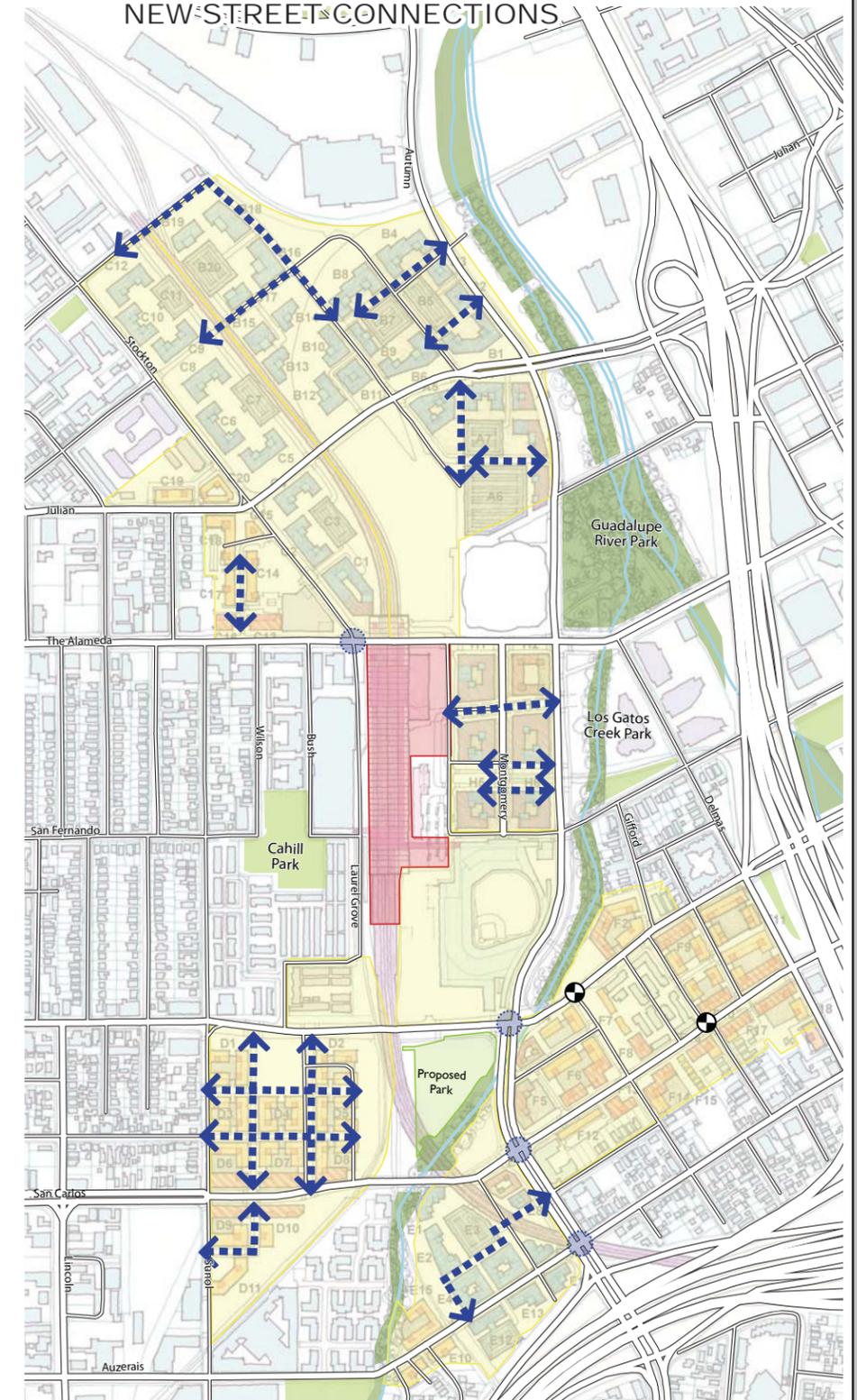
BICYCLE and TRAIL



- Class I Bicycle Path - Existing
- Class I Bicycle Path - Proposed
- Class II Bicycle Lane - Existing
- Class II Bicycle Lane - Proposed
- Class III Bicycle Route - Existing
- Class III Bicycle Route - Proposed
- One-way street
- At-grade crossing with future potential grade-separated crossing
- Future potential grade-separated crossing

0 0.2 Miles

NEW STREET CONNECTIONS



- New Street Connection
- Existing Street Network
- Signal
- Removed "Pork-chop" Islands

N
NOT TO SCALE

Appendix A

Revised Responses to the NOP

Appendix A of the PEIR has been amended to include additional responses received during the NOP circulation period that were not included the Draft PEIR distributed December 2013. These responses were taken into account during preparation of the PEIR.



File: 29131
Los Gatos Creek
X-Fac: Guadalupe River



November 10, 2011

Mr. John Davidson
Department of Planning, Building, and Code Enforcement
City of San Jose
200 East Santa Clara Street, 3rd Floor
San Jose, CA 95113-1905

Subject: Notice of Preparation of a Draft Subsequent Program EIR for the Diridon Station Area Plan

Dear Mr. Davidson:

The Santa Clara Valley Water District (District) provided comments regarding the Notice of Preparation (NOP) of a Draft Subsequent Program EIR (SPEIR) for the Diridon Station Area Plan on October 6, 2011. We understand the comment period for the NOP has been extended until November 10, 2011, and we are submitting additional comments via this letter during the public comment period for the City's consideration.

We are aware that some community members have provided comments to the City on the NOP requesting the project include considerations for daylighting Los Gatos Creek at the Park/Bird intersection. Daylighting the creek entails removal of the existing double box culvert and replacing necessary road crossings with bridges over the creek and re-establishing the natural creek bed and banks. The District encourages daylighting of creeks where feasible and encourages the City to consider this opportunity as part of the overall redevelopment of the Diridon Station Area. Daylighting the creek provides benefits not only to the natural environment by increasing riparian habitat, but also to the public at large. Daylighting would provide additional natural open space and create a better trail user experience by allowing opportunities for this reach of the Los Gatos Creek trail to remain along the creek corridor instead of becoming a street trail in this area as currently proposed.

District staff is available to discuss this opportunity and provide technical information as appropriate. If you have any questions or need further information, you can reach me at (408) 265-2607, extension 2322.

Sincerely,

Colleen Haggerty, P.E.
Associate Civil Engineer
Community Projects Review Unit

cc: S. Tippets, C. Haggerty, S. Young, M. Martin, File

29131_54682ch11-10





File: 29131
Los Gatos Creek
X-Fac: Guadalupe River

October 6, 2011

Mr. John Davidson
Department of Planning, Building, and Code Enforcement
City of San Jose
200 East Santa Clara Street, 3rd Floor
San Jose, CA 95113-1905

Subject: Notice of Preparation of a Draft Subsequent Program EIR for the Diridon Station Area Plan

Dear Mr. Davidson:

The Santa Clara Valley Water District (District) has reviewed the Notice of Preparation (NOP) of a Draft Subsequent Program EIR (SPEIR) for the Diridon Station Area Plan received by the District on September 12, 2011.

Based on our review of the NOP submitted we have the following comments:

1. The District owns property adjacent to and possibly within the project boundaries for the Guadalupe River and Los Gatos Creek. Any work on the District's easement or fee title property will require the issuance of a District permit as per the District's Water Resources Protection Ordinance. Since the project appears to include District property and the District may be making discretionary decisions regarding the project, the District should be considered a responsible agency under CEQA.
2. The water use discussion in the draft SPEIR should include requirements to accommodate the use of recycled water, *i.e.* dual plumbing and include water conservation measures for both indoor and outdoor uses.
3. Due to the proximity of the project to both Los Gatos Creek and the Guadalupe River, the draft SPEIR should include a discussion of how the riparian habitat is protected, preserved, and enhanced through land use planning and development standards. The District recommends at a minimum, the project utilize the Guidelines and Standards for Land Use Near Streams (G & S) developed by the Water Resources Protection Collaborative in which the City participated. Of particular importance are setbacks, appropriate land uses near the riparian corridor, and use of appropriate plantings adjacent to the riparian corridor. In particular, the use of box size locally native tree species and large nursery containers for shrubs and ground cover adjacent to the riparian corridor should be avoided to protect the genetic integrity of the existing native riparian plants, and instead for areas adjacent to the riparian corridor where large container plants are desired ornamental and/or non-local



- natives should be used (see G & S Design Guides 2, 3, 4). Locally native riparian plant species used should be grown from Los Gatos Creek or Guadalupe River watershed stock.
4. The discussion of the storm drain system needs to note whether any new outfalls into Los Gatos Creek or the Guadalupe River are required and if any upgrades to the capacity of the existing system requires upgrades to existing outfalls. The District has land rights over most of Los Gatos Creek and the Guadalupe River, in the project vicinity, and outfall work will likely require a District permit.
 5. The flooding discussion should address the capacity and potential for flooding of Los Gatos Creek within the project area based on existing conditions, not just the a discussion of the flooding based on the FEMA FIRM panel. The current FEMA FIRM panels were based on the conditions of the area 30 years ago when the "n value" was lower than today and the area was less developed. In 1995 flood waters overtopped the bank in the project area, and this was not a 1% annual flood event.
 6. Figure 3, Land Use Plan, included in the NOP shows what appears to be at least one new pedestrian crossing over Los Gatos Creek to access the ballpark and possibly a second at Auzerais. The pedestrian crossing to the ballpark crosses the District's property and will require a District permit. The draft SPEIR should clearly discuss the three pedestrian connections shown in Figure 3 crossing Los Gatos Creek and the Guadalupe River, including which are existing, which are proposed and whether they are part of this project or another project. If any of these crossings are proposed as part of this project the use of District property and impacts on the creek need to be discussed and mitigation measures developed for impacts.
 7. To protect groundwater quality and in accordance with District Ordinance 90-1, all existing wells affected by new or redevelopment need to be identified and properly registered with the District and either be maintained or destroyed in accordance with the District's standards. Destruction of any well and the construction of any new wells proposed, including monitoring wells, require a permit from the District prior to construction. For more information regarding wells please contact the District Wells and Water Measurement Unit at (408) 265-2607, extension 2660, for more information.

Please forward a copy of the SPEIR when available for District review and comment.
Reference District File Number 29131 on further correspondence regarding this project.

If you have any questions or need further information, you can reach me at (408) 265-2607, extension 2322.

Sincerely,



Colleen Haggerty, P.E.
Associate Civil Engineer
Community Projects Review Unit

cc: S. Tippetts, C. Haggerty, M. Martin, File

29131_54521ch10-06

Davidson, John

From: Angela Elsey [aaelsey@ucsc.edu]
Sent: Saturday, October 29, 2011 9:54 AM
To: Davidson, John
Subject: Diridon station

Dear Mr. Davidson

Unfortunately I cannot attend the meeting on Nov 2, so I am writing to express my strong opposition to any City funds being used to build a ballpark in San Jose. All studies of other cities where this was done showed there was no net economic benefit to the city: people just spent less money in other parts of the city.

Angela Elsey
1158 Martin Avenue
San Jose CA 95126
408.295.5645

Life isn't about waiting for the storm to pass It's about learning to dance in the rain.

1218 Willow St.
San José, CA 95125
November 7, 2011

John Davidson, Project Manager
City of San José, Diridon Station Area Plan
via email: John.Davidson@sanjoseca.gov

cc: Joe Horwedel, SJ Planning Director
Michael Brilliot, SJ Planning Dept.
Pierluigi Oliverio, SJ Councilmember, Dist. 6

re: Draft Program EIR for the Diridon Station Area Plan -- File No. PP09-163

Dear Mr. Davidson,

I want to thank you and the City for extending the comment period for the Diridon Station Area Plan EIR Scoping comments, and for staff's participation in an additional public meeting. Whereas the original two meetings had poor public participation, this third meeting was very well attended: I hope that they all will provide worthwhile comments.

I wish to reaffirm the questions from my written comments dated October 10th. In addition, I would like to expand somewhat on my comments related to the "day-lighting" of the Los Gatos Creek within the Project Area.

Figure 1 shows the current condition of the Los Gatos at the southern portion of the Project Area: the creek is routed through a culvert under the intersection of Montgomery/Autumn and Park. (I-280 is off the bottom of the graphic, Diridon Station and the proposed stadium are off the top, downtown is to the right.)

Figure 2 shows the proposed baseball stadium. (Graphic taken from the Stadium EIR.)

Figure 3 shows a possible alignment of a day-lighted Los Gatos Creek: the green represents the restored creek channel, the blue the stream itself, and the yellow lines show possible trail alignments. The channel utilizes land that is to be acquired for the planned street realignment (the blue areas surrounded by red/white dashed lines), and it presumes that this intersection will be reconfigured according to the new City policy to remove the non-stop right-turn ramps.

Figure 4 is a photo of the northern end of the creek culvert. (The culvert dimensions are from a study for the Diridon area.)

Figure 5 shows an approximate vertical cross-section of the current street and culvert (top half), and of a restored creek channel (bottom). There appears to be adequate vertical clearance for trail well above normal creek-flow level and beneath an at-grade bridge.

Figure 6 is a photo of the current habitat just downstream (north) of the culvert exit (near Park and Autumn).



Fig. 1 –Park at Montgomery/Autumn

The point of these charts is to show that it appears quite feasible to recreate a natural stream channel for the Los Gatos Creek. It will cost money: I would recommend that it be a part of the stadium construction, part of the supporting infrastructure – to be done when the intersection is reconfigured for the street realignments. If the stadium is not built, this could be part of whatever major project does get constructed on the stadium site.

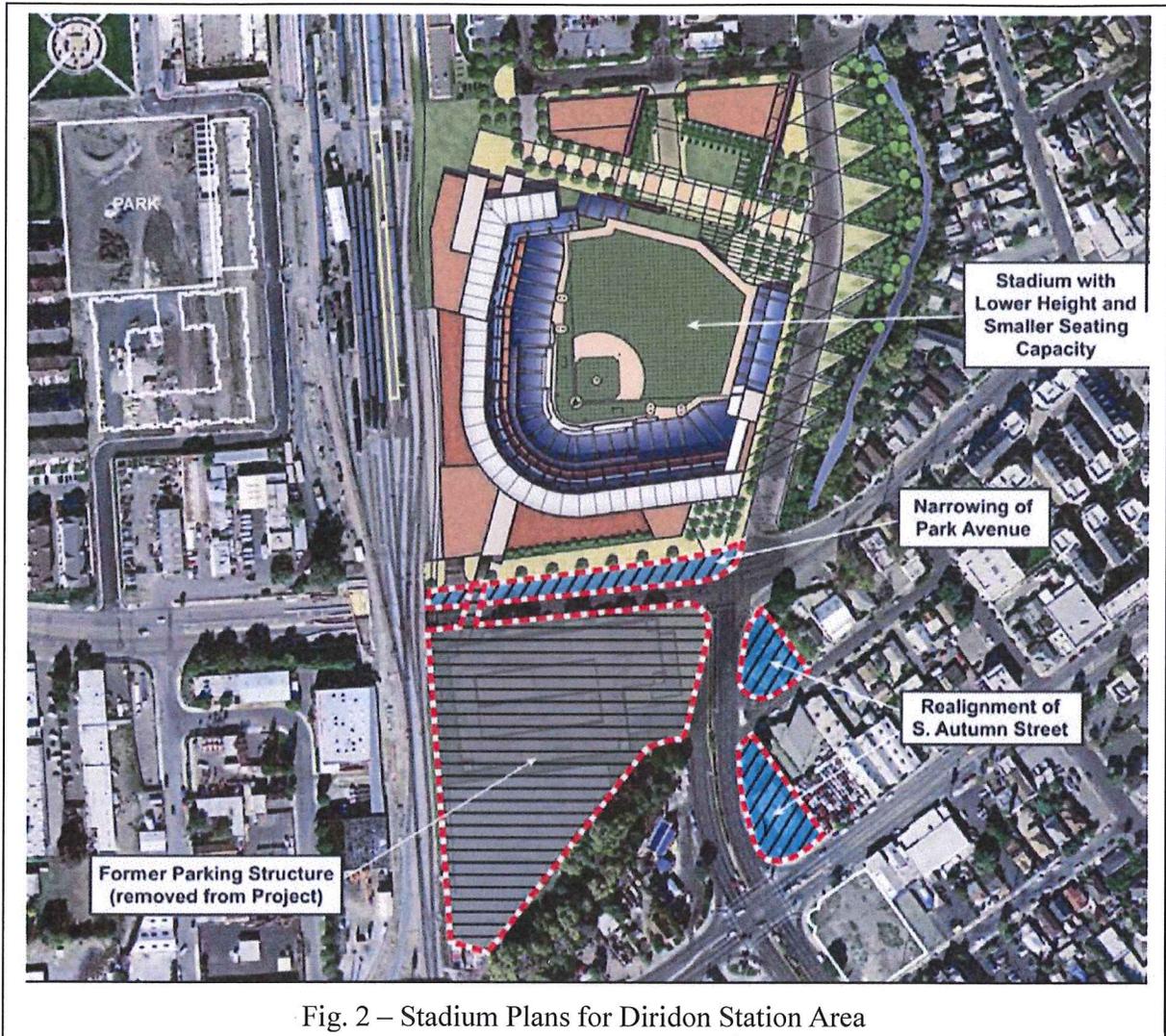


Fig. 2 – Stadium Plans for Diridon Station Area

The reason for writing this letter is that I want to see the environmental impacts of such a stream day-lighting be analyzed as part of the Diridon Station Area Plan EIR. There are sure to be positive and negative impacts:

Negative:

- the disturbance to the stream habitat during construction.
- the impacts on the stream habitat by the adjacent trail-using public – this could be mitigated by appropriate trail design.

Positive:

- restored riparian (“streamside”) habitat along that section
- improved non-motorized access to the Station Area, resulting in more people arriving by foot or bike rather than by car, which in turn results in less traffic and parking congestion

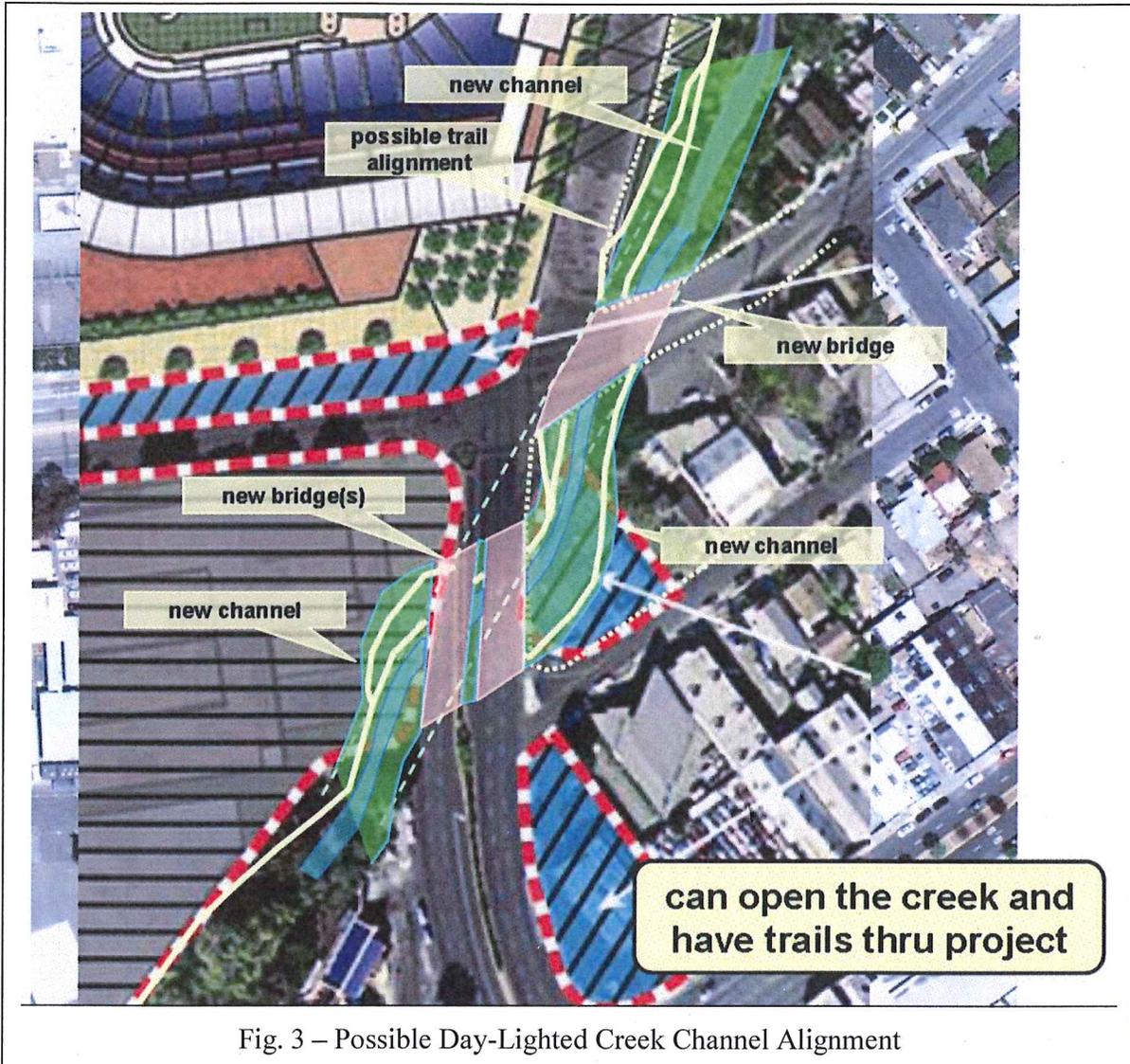


Fig. 3 – Possible Day-Lighted Creek Channel Alignment

- by providing grade-separated crossing of Montgomery/Autumn and of Park, there will be less pedestrian/cyclist impacts on the vehicular traffic flow, resulting in improved traffic flow, less congestion, and less resultant air and noise pollution.

As this is within the defined area of the Project and it will have an impact on the environment, I request that it be included in the scope of the EIR and be studied as part of the Project.

Thank you,

Dr. Lawrence Lowell Ames

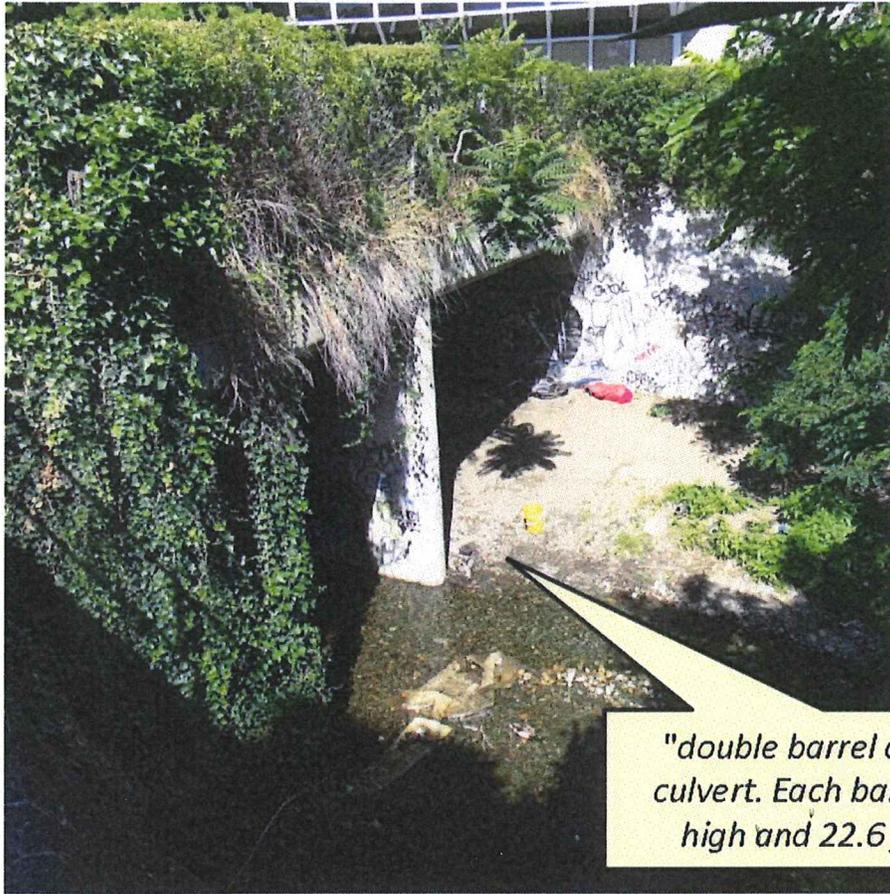


Fig. 4 – Northern End of the Los Gatos Creek Culvert

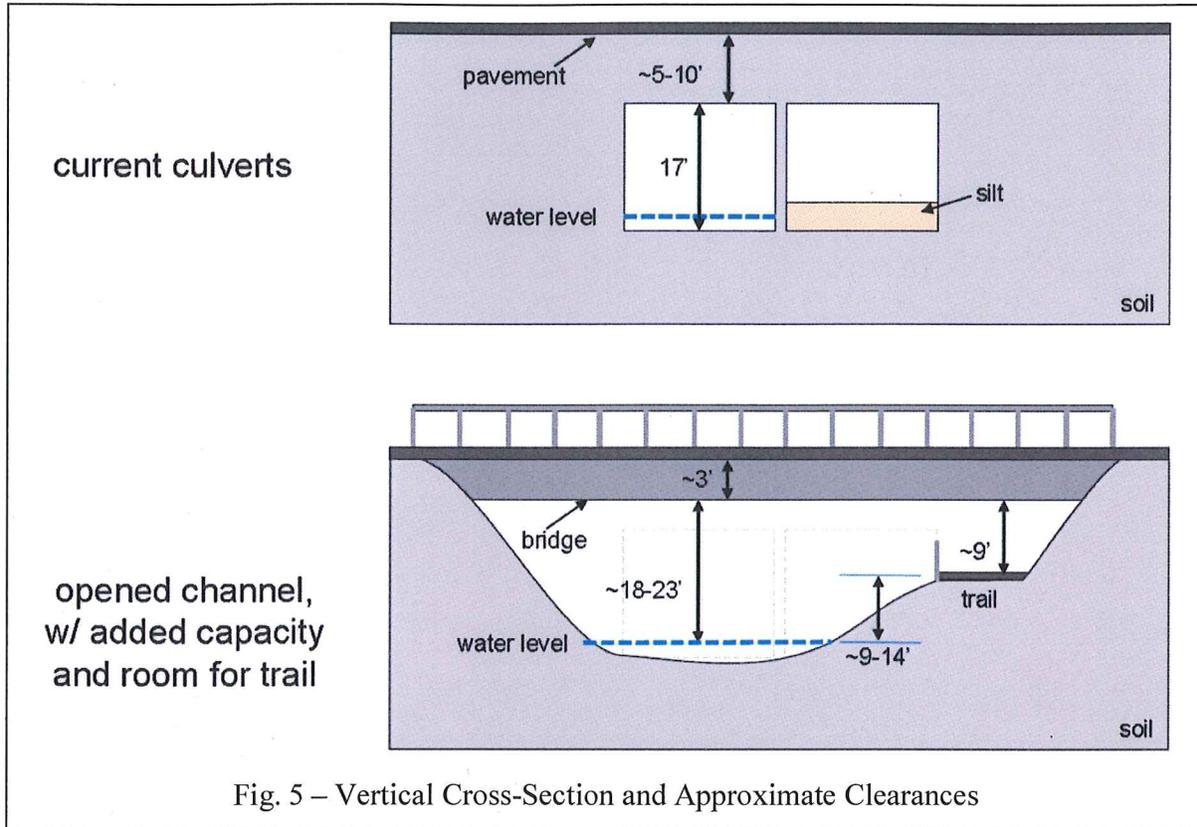


Fig. 5 – Vertical Cross-Section and Approximate Clearances



Fig. 6 – Existing Riparian Habitat at Project Site

Davidson, John

From: Ames, Lawrence [lawrence.ames@lmco.com]
Sent: Monday, October 31, 2011 12:15 PM
To: Marshman, Barbara; Ames, Larry; Letters - SJMN
Cc: 4chapmanfam@sbcglobal.net; tbalandra@apr.com; eloy.wouters@sbcglobal.net; larry@l-ames.com; Davidson, John
Subject: RE: Letter to the Editor: "Free the Los Gatos Creek"

well, if there's room, I'd love a reference to the public meeting:

Visit <http://www.sanjoseca.gov/planning/eir/EIR.asp>, attend the public meeting this Wednesday (7 PM at Westminster Presbyterian Church at 1100 Shasta Ave.) and/or write to John.Davidson@SanJoseCA.gov, and say "Free the Los Gatos Creek!"

Thnx!

~Larry

From: Marshman, Barbara [mailto:BMarshman@mercurynews.com]
Sent: Monday, October 31, 2011 11:41 AM
To: Ames, Larry; Letters - SJMN
Cc: 4chapmanfam@sbcglobal.net; tbalandra@apr.com; eloy.wouters@sbcglobal.net; larry@l-ames.com; john.davidson@sanjoseca.gov
Subject: EXTERNAL: RE: Letter to the Editor: "Free the Los Gatos Creek"

Thanks Larry. We actually allow around 150 words now, but this is great as is--shorter is often better--so let's use it as is. But for future reference. Barb

Barbara Marshman
Editor, Editorial Pages
San Jose Mercury News
Phone 408 920-5542
bmarshman@mercurynews.com

From: LAmes@aol.com [mailto:LAmes@aol.com]
Sent: Monday, October 31, 2011 8:36 AM
To: Letters - SJMN
Cc: Marshman, Barbara; 4chapmanfam@sbcglobal.net; tbalandra@apr.com; eloy.wouters@sbcglobal.net; larry@l-ames.com; john.davidson@sanjoseca.gov
Subject: Letter to the Editor: "Free the Los Gatos Creek"

sorry -- I forgot the subject line the first time.
I would have liked to have said more, but this just barely fits within the 125-word limit...
Please feel free to call me if you have any questions: 408/742-1798
~Larry

In a message dated 10/31/2011 8:32:48 A.M. Pacific Daylight Time, LAmes@aol.com writes:
Free the Los Gatos Creek!

The Los Gatos Creek flows into San Jose, with a wonderful trail running from Lexington Reservoir and eventually to The Arena. However, back when the City planned for cars rather than people and creeks were mere annoyances, the Los Gatos was buried in a culvert beneath the Bird / Park intersection near the Diridon Station.

The City has plans to redo that area to accommodate a baseball stadium. We in the community urge the City to resurrect the Los Gatos Creek channel, restore its riparian (streamside) habitat, and create grade-separated trails. Besides helping the creek's blue heron and salmon, it will help stadium traffic by getting many cyclists and pedestrians off the streets.

Visit <http://www.sanjoseca.gov/planning/eir/EIR.asp>, write to John.Davidson@SanJoseCA.gov, and say "Free the Los Gatos Creek!"

~Larry Ames,
member, Los Gatos Creek Streamside Park Committee, 1984 - ...

Lawrence Lowell Ames
1218 Willow St.
San Jose, CA 95125

408/742-1798
Larry@L-Ames.com

Davidson, John

From: lpyachats@comcast.net
Sent: Wednesday, November 02, 2011 5:48 PM
To: Davidson, John
Subject: Free the Los Gatos Creek

John,

I am looking at Larry Ames letter in the Mercury News and have tried to find other information about the effort to "Resurrect the Los Gatos Creek channel" or the Los Gatos Creek Streamside Park Committee, but have not been successful. Are you able to offer any suggestions.

I use the Los Gatos Creek Trail regularly and have been interested to to see it connected to other trails in the Valley.

Thanks for any guidance.

Larry Coons 11/1/11
Los Gatos

Davidson, John

From: Patrick Buzbee [pbuzbee@sbcglobal.net]
Sent: Tuesday, November 01, 2011 11:38 AM
To: Davidson, John
Cc: Madalyn Frazzini Perrine
Subject: Re: Free the Los Gatos Creek

Hello John,

Here's some further input for supporting the continuation of the bike trail.

The bike trail is held up at the new "stack & pack" units being built near the old cannery. It was our understanding that the developers (i.e. KB Homes) were to contribute funds to construct the trail through this part of San Jose to bridge downtown with the Los Gatos bike trail (Connecting Guadalupe and Los Gatos creek trails?). We have read that it cost something like four million dollars to construct like a .5 mile section ... according to the Mercury News Oct 21st, 2007 article. Land use and right-of-ways are costly and have created road blocks. With the new "stack & pack" units, we are creating a lot more congestion. The light rail provides limited service to these people. A bike trail would allow an alternative to traffic congestion and light rail which does not serve them or their needs. Also, if the city desires people to come to the down town, this provides an alternative which can serve the entire family.

We live on Willow St. in west San Jose and use the bike trail extensively. We use it for walking, bicycling, running, and errands. It is not only a great recreational resource but serves many bicycle commuters and other locals. It helps promote people to be active and reduces traffic congestion for folks who can use this alternative. It also provides a green belt in a sea of asphalt. This is even more important when you see the city yanking out meridian/divider landscaping because it cannot be maintained. So, the green belt is but one of a few "beautification projects".

Larry Ames (past president of the WGNA) stated in the same (above) article "If we had just all been given shovels and told to start digging, the trail would have been done by now". This references the .5 mile section which cost \$4 million (2007). It went under I 280 connecting Auzerais. This was like 5 years ago....

Anyway, we love the trail and hope that it continues to expand and serve more folks.

Thank you, patrick & fabia

From: Madalyn Frazzini Perrine <perrine@pacbell.net>
To: Sharon Rosen <sharonrosen@earthlink.net>; bueunten@earthlink.net; jo hogin <johogin@pacbell.net>; Patrick Buzbee <pbuzbee@sbcglobal.net>
Sent: Tue, November 1, 2011 10:08:01 AM
Subject: Fw: Free the Los Gatos Creek

Hello, friends, We all love the Los Gatos Creek Trail. Apparently, San Jose has an opportunity to expand it in conjunction with improvements near Bird/Park. The city is taking public comments on the project as part of an environmental impact report regarding a new baseball stadium in the same area. Below is the email address for comments. You may wish to add your input as I did below. Thanks!
 Madalyn

P.S. For more info see letter to the editor in Nov 1 Merc News.

----- Forwarded Message -----

From: Madalyn Frazzini Perrine <perrine@pacbell.net>

To: John.Davidson@SanJoseCA.gov

Sent: Tue, November 1, 2011 10:03:44 AM

Subject: Free the Los Gatos Creek

Hello, I am a regular user - at least 3 times a week - of the Los Gatos Creek trail. The trail has been an integral part of my recovery from breast cancer in 2011. And, prior to that, the trail made a significant contribution to my 30-pound weight loss as a new retiree. I really can't put into words what the trail means to my life, but I think you might be able to imagine how important it is to me based on these few facts.

I understand from reading the Mercury News issue of November 1, that an opportunity exists to expand the trail near the Bird/Park intersection. Please do everything you can to preserve and expand this most valuable resource. I am sure such action by the city will provide life-changing improvements for our citizens similar to my experience and the money spent will produce valuable returns for generations.

Thank you very much for your consideration of my input. Please include this statement, if possible, in the EIR public comments.

Madalyn Perrine
891 Almarida Drive
Campbell, CA 95008

Davidson, John

From: Madalyn Frazzini Perrine [perrine@pacbell.net]
Sent: Tuesday, November 01, 2011 10:04 AM
To: Davidson, John
Subject: Free the Los Gatos Creek

Hello, I am a regular user - at least 3 times a week - of the Los Gatos Creek trail. The trail has been an integral part of my recovery from breast cancer in 2011. And, prior to that, the trail made a significant contribution to my 30-pound weight loss as a new retiree. I really can't put into words what the trail means to my life, but I think you might be able to imagine how important it is to me based on these few facts.

I understand from reading the Mercury News issue of November 1, that an opportunity exists to expand the trail near the Bird/Park intersection. Please do everything you can to preserve and expand this most valuable resource. I am sure such action by the city will provide life-changing improvements for our citizens similar to my experience and the money spent will produce valuable returns for generations.

Thank you very much for your consideration of my input. Please include this statement, if possible, in the EIR public comments.

Madalyn Perrine
891 Almarida Drive
Campbell, CA 95008

Davidson, John

From: Susan Sundberg [sundberg27@yahoo.com]

Sent: Thursday, November 03, 2011 12:18 PM

To: Davidson, John

Subject: FREE THE LOS GATOS CREEK!

Dear John,

Please free the Los Gatos Creek. Creek corridors are so important to wildlife. I used to volunteer at the Wildlife Center and they told me that the wildlife use the creeks as highways to get around the valley. Repairing the riparian habitat along the creek is also very important as native plants are the foundation of the food chain. Native plants feed the native insects that have coevolved with them for thousands of years. The birds and lizards eat the native insects. And the mammals and raptors eat the birds and lizards. Baby lizards are a main food source for a lot of birds and mammals.

So please restore and free the Los Gatos Creek.

Thank you for your time and interest.

Susan Sundberg

Davidson, John

From: LAmes@aol.com
Sent: Monday, October 31, 2011 8:32 AM
To: letters@mercurynews.com
Cc: BMarshman@mercurynews.com; 4chapmanfam@sbcglobal.net; eloy.wouters@sbcglobal.net; larry@l-ames.com; Davidson, John
Subject: (no subject)

Free the Los Gatos Creek!

The Los Gatos Creek flows into San Jose, with a wonderful trail running from Lexington Reservoir and eventually to The Arena. However, back when the City planned for cars rather than people and creeks were mere annoyances, the Los Gatos was buried in a culvert beneath the Bird / Park intersection near the Diridon Station.

The City has plans to redo that area to accommodate a baseball stadium. We in the community urge the City to resurrect the Los Gatos Creek channel, restore its riparian (streamside) habitat, and create grade-separated trails. Besides helping the creek's blue heron and salmon, it will help stadium traffic by getting many cyclists and pedestrians off the streets.

Visit <http://www.sanjoseca.gov/planning/eir/EIR.asp>, write to John.Davidson@SanJoseCA.gov, and say "Free the Los Gatos Creek!"

~Larry Ames,
member, Los Gatos Creek Streamside Park Committee, 1984 - ...

Lawrence Lowell Ames
1218 Willow St.
San Jose, CA 95125

408/742-1798
Larry@L-Ames.com

County of Santa Clara

Roads and Airports Department



101 Skyport Drive
San Jose, California 95110-1302
(408) 573-2400

Mr. John Davidson, Senior Planner
City of San Jose
Department of Planning Building, and Code Enforcement
200 East Santa Clara Street, 3rd Floor
San Jose, CA 95113-1905

Subject: Notice of Preparation of Draft Program Environmental Impact Report for the Diridon Station Area Plan, File No. PP09-163

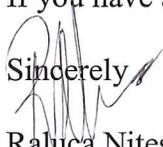
Dear Mr. Davidson,

Your September 8, 2011 Notice along with the attachments for the subject project have been reviewed. Our comment is as follows:

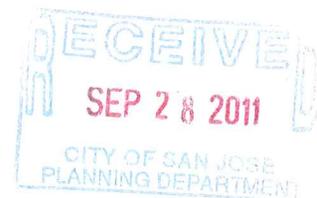
1. The study should analyze impacted expressway intersections on Almaden, San Tomas and Central Expressway.

Thank you for the opportunity to review and comment on this project.
If you have any questions, please contact me at 408-573-2464.

Sincerely,


Raluca Nitescu
Project Engineer

cc: AP, SM, WRL, File



DEPARTMENT OF TRANSPORTATION

P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5541
FAX (510) 286-5559
TTY 711



*Flex your power!
Be energy efficient!*

September 26, 2011

SCL-VAR
SCL000204
SCH# 2009072096

Mr. John Davidson
City of San Jose
200 E. Santa Clara Street, T-3
San Jose, CA 95112

Dear Mr. Davidson:

Envision San Jose 2040 General Plan – Final Environmental Impact Report (FEIR)

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the above-referenced project. We have reviewed the proposed project's FEIR and offer the following comment.

Traffic Impact Studies (TIS)

The Department understands the City of San Jose (City) does not study intersection level of service or impacts to level of service for its General Plan. However, the Department requests that project level analyses be conducted under the Department's guidelines and the results provided to the Department, as specific projects are proposed in the future under the General Plan.

Please see the Department's *Guide for the Preparation of Traffic Impact Studies* at the following website for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf> .

Impacts by such future proposed projects should be mitigated appropriately.

Please feel free to contact Brian Brandert at (510) 286-5505, if you have any questions regarding this letter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gary Arnold".

GARY ARNOLD
District Branch Chief
Local Development-Intergovernmental Review



c: Scott Morgan (State Clearinghouse)



CUPERTINO

OFFICE OF COMMUNITY DEVELOPMENT

CITY HALL

10300 TORRE AVENUE • CUPERTINO, CA 95014-3255

(408) 777-3308 • FAX (408) 777-3333 • planning@cupertino.org



September 30, 2011

Mr. John Davidson
Senior Planner
City of San Jose
Department of Planning, Building and Code Enforcement
200 East Santa Clara Street, 3rd Floor
San Jose, CA 95113-1905

Dear Mr. Davidson,

Thank you for providing the City of Cupertino with the opportunity to review and comment on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (EIR) for the Diridon Station Area Plan. The City of Cupertino has no comments at this time regarding review of the NOP.

However, the City of Cupertino is interested in receiving future noticing and information regarding the future PEIR process for this project. Please provide any future noticing and information to the City of Cupertino Community Development Department.

Sincerely,

Aarti Shrivastava
Director of Community Development

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5541
FAX (510) 286-5559
TTY 711



*Flex your power!
Be energy efficient!*

October 11, 2011



SCL-VAR
SCLVAR016
SCH# 2011092022

John Davidson
City of San Jose
200 E. Santa Clara Street, T-3
San Jose, CA 95110

Dear Mr. Davidson:

Diridon Station Area Plan Subsequent Program EIR – Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Department) in the environmental review process for the above-referenced project. We have reviewed the proposed project's NOP and offer the following comments.

Traffic Impact Study (TIS)

While the City of San Jose (City) conducts its traffic studies in accordance with guidelines which conform to the local Congestion Management Program managed by the Santa Clara County Valley Transportation Authority, the Department's thresholds are primarily concerned with potential impacts to the State Highway System. We encourage the City to coordinate the preparation of this project's TIS with our office to answer any questions you may have and, thereby, assist you in sharpening the focus of your scope of work to address the Department's concerns. Please see the Department's *Guide for the Preparation of Traffic Impact Studies* at the following website for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.

Specifically, a detailed TIS should identify impacts to all affected state facilities with and without the proposed project. The TIS should include, but not be limited to, the following:

1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.
2. Average Daily Traffic (ADT), AM and PM peak hour volumes on all significantly affected streets and highways, including crossroads and controlling intersections.

3. Schematic illustration of the traffic conditions for: (1) existing, (2) existing plus project, and (3) cumulative for the intersections in the project area.
4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the state highway facilities being evaluated.
5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems to be identified through a traffic control plan, including but not limited to scheduling and signaling. Please provide a traffic control plan for the Department's review.
6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.
7. Impacts to transit systems, pedestrians and bicyclists. Please develop and apply pedestrian bicycling and transit performance or quality of service measures and model pedestrian, bicycle and transit trips that your project will generate so that impacts and mitigation can be quantified. In addition, analyze secondary impacts on pedestrians and bicyclists that may result from any traffic impact mitigation measures. Describe any pedestrian and bicycle mitigation measures and safety countermeasures that would therefore be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on state highways.

We look forward to reviewing the TIS, *including* Technical Appendices. Please send two copies to:

Brian Brandert
Office of Transit and Community Planning
Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Transportation Permit

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit issued by the Department. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to the address below.

Office of Transportation Permits
California DOT Headquarters
P.O. Box 942874
Sacramento, CA 94274-0001

Further information is available on the following website:

<http://www.dot.ca.gov/hq/traffops/developserv/permits/applications/index.html>.

"Caltrans improves mobility across California"

Mr. John Davidson/City of San Jose
October 11, 2011
Page 3

Encroachment Permit

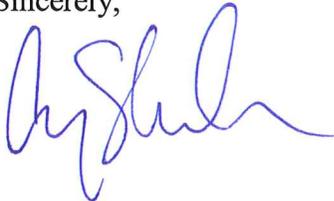
Work that encroaches onto the State right-of-way (ROW) requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process.

Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

See the website link below for more information.
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Please feel free to contact Brian Brandert at (510) 286-5505, if you have any questions regarding this letter.

Sincerely,



GARY ARNOLD
District Branch Chief
Local Development-Intergovernmental Review

c: Scott Morgan (State Clearinghouse)

COMMENT CARD

Diridon Station Area Plan EIR Scoping Meeting

If there are any potential environmental impacts resulting from development that would be facilitated by the Diridon Plan that you would like analyzed in the environmental impact report, please comment below

Comments/Ideas:

Please analyze traffic impact, not just on local streets as was done (well) in the 2000 EIR, but also on San Jose and Santa Clara County freeways. Specifically, about how many cars will be added to San Jose freeways (280, 87, 880, 101) by the 10,000 or so cars that will be coming to the 31 home games a year? And, an even tougher question to answer, can you estimate (just a ballpark estimate, so to speak) how many additional minutes a ballpark will add to each freeway?

Please hand in your comment card at the end of the meeting or send to:

Michael Brilliot, Sr. Planner
200 E. Santa Clara Street
San Jose, CA 95113

For more information on the General Plan Update visit : www.sanjoseca.gov/planning/gp_update

Thank you for attending one of the community workshops for the Envision San José 2040 General Plan Update process. Your participation and input will help shape city policies that will guide development and the provision of city

To receive periodic updates and future workshop invitations for the Envision San José 2040 General Plan Update, please sign-up at: www.sanjoseca.gov/development/subscription/email_updates.asp

for commuters during the afternoon rush hour

- 1) after a day game ends, and
- 2) before a night game begins?

To me traffic is the single most important issue the EIR should address.

Thanks, Peter Ross

408-279-4266, PROSS@SCU.EDU



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT
SINCE 1955

October 13, 2011

John Davidson
City of San Jose
Department of Planning, Building, & Code Enforcement
200 East Santa Clara Street, 3rd floor
San Jose, CA 95113-1905



Subject: Notice of Preparation for the Draft Program Environmental Impact Report for the Diridon Station Area Plan

Dear Mr. Davidson:

The Bay Area Air Quality Management District (District) staff reviewed the City's Notice of Preparation for a Draft Program Environmental Impact Report (DPEIR) for the Diridon Station Area Plan (DSAP). We understand the DSAP planning area to encompass approximately 250 acres in downtown San Jose which includes a mix of land uses placed in three distinct zones. The northern zone is planned for commercial, R&D, and light industrial; the central zone is planned for a mix of commercial, retail, restaurant, and entertainment; and the southern zone is primarily planned for residential development. In all, the DSAP is proposing approximately 4.9 million square feet of commercial/R&D/industrial development, 424,000 square feet of retail/restaurant, a new 32,000 seat baseball stadium, two hotels totaling 900 rooms, and 2,588 new dwelling units.

The DSAP planning area is also slated to foster a multi-modal environment that is consistent with the vision of the City's General Plan goals and policies for vehicle miles traveled (VMT) reductions and mode shift changes. The City has targeted this area to accommodate the future convergence of high speed rail, BART, and significant growth of the current intercity rail, commuter rail, light rail, and bus transit. The DSAP also proposes a host of measures aimed at reducing the City's overall VMT. The plan includes a parking management program to maximize the use of existing parking supply and a transportation demand management program to encourage the use of transit, car-sharing, and employee shuttles. Furthermore, the DSAP blends open space and circulation concepts to encourage walking and bicycling with an emphasis on neighborhood connectivity and enabling easy access to transit facilities within and around the planning area.

To help facilitate the City's goals of high density, infill development and protect public health, the District has been collaborating with the City on the development of a Community Risk Reduction Plan (CRRP). The CRRP is a comprehensive approach to address the siting of sensitive receptors in relation to sources of toxic air contaminants. For the City of San Jose, this has entailed assistance with setting goals, emissions modeling, and identifying effective measures to avoid or otherwise reduce the public's exposure to harmful levels of

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air pollution. We understand that developing the CRRP is an ongoing process, and in the interim, the City will require project-level review to identify and reduce air pollutant impacts as necessary. In support of this work, District staff has also provided the City with emissions information on existing stationary sources and major roadways within and around the DSAP planning area that can be used to provide the environmental analysis recommended in items #6 and #7 below. We encourage the City to incorporate what has been learned in the course of developing its CRRP and apply this information to the DSAP and DPEIR to the extent possible.

Environmental Analysis

The District has the following specific comments on the environmental analysis that should be included in the DPEIR.

1. The DPEIR should discuss the District's attainment status for all criteria pollutants and the implications for the region if these standards are not attained or maintained by statutory deadlines; a discussion of the health effects of air pollution, especially on sensitive receptors; and a discussion of greenhouse gas (GHG) emissions and the potential impacts from climate change in the Bay Area.
2. The DPEIR should provide a map that clearly identifies the planning area boundary; current and future planned sensitive receptors such as residences, schools, day cares, hospitals, and nursing care facilities; and all stationary sources, major roadways, highways, and rail within 1,000 feet of the planning area boundary.
3. The District's *CEQA Air Quality Guidelines (May, 2011)* provide guidance on how to evaluate potential construction, operational, and cumulative air quality impacts. A copy is available for download from the District's CEQA web site under Updated CEQA Guidelines.
4. The DPEIR should provide a detailed analysis of the potential effects on local and regional air quality from construction and operations (including permitted and non-permitted stationary and area emissions, and mobile emissions). The cumulative impacts should also be evaluated.
5. The DPEIR should estimate both the maximum daily and annual emissions of reactive organic compounds (ROG), nitrogen oxides (NOx), greenhouse gasses (GHGs), and particulate matter (PM2.5 and PM10). These estimates should be compared to the significance thresholds in the District's *CEQA Air Quality Guidelines*.
6. The DPEIR should evaluate the potential health risks from construction and operation activities to existing and future sensitive populations within the DSAP planning boundary.
7. The DPEIR should identify and evaluate measures to reduce criteria pollutants, toxic air contaminants, and GHG to mitigate potential impacts. These measures should be incorporated into the DSAP such that, when implemented on a project-by-project basis, impacts will be below a level of significance.

The District appreciates the on-going collaboration on air quality issues with the City and looks forward to continue working with the City in the future. If you have any questions, please contact Ian Peterson, Environmental Planner, at (415) 749-4783.

Sincerely,



Jean Roggenkamp
Deputy Air Pollution Control Officer

cc: BAAQMD Director Susan Garner
BAAQMD Secretary Ash Kalra
BAAQMD Director Liz Kniss
BAAQMD Director Ken Yeager

1218 Willow St.
San José, CA 95125
October 10, 2011

John Davison, Project Manager
City of San José, Diridon Station Area Plan
via email: John.Davidson@sanjoseca.gov

cc: Joe Horwedel, SJ Planning Director
Michael Brilliot, SJ Planning Dept.
Pierluigi Oliverio, SJ Councilmember, Dist. 6

re: Draft Program EIR for the Diridon Station Area Plan

Dear Mr. Davison,

I would like to make a number of comments and pose a number of questions related to the Draft Program EIR for the Diridon Station Area Plan.

First, I believe the scoping process needs to be extended. There were only two meetings: one was during the day when most of the public is busy with their day jobs; the second was in the evening, but in a meeting room (T-332) that was inaccessible unless one arrived early. (I know of at least one individual who came to City Hall for the meeting but who was unable to get any of the elevators to take her to the floor of the meeting.) Additionally, I don't believe that the meeting was extensively promoted. As a result, there were only two members of the public present at the Sept 29 meeting. By happenstance, both of us public members are Ph.D. physicists, illustrating how a statistically small sampling of the public comment is likely to be skewed.

Second comment: we in the public verbally gave a number of suggestions and comments for the DEIR at that meeting, but we were then told that verbal comments would not be counted and that only those submitted in writing (by letter, fax, or email) would be accepted. This makes us feel that we had wasted our time by attending the meeting, and also that the project stands to lose out because it might not get an as-thorough and thoughtful of a review if we can't recall all of our comments.

Third comment: I do not want you to say that the EIR scoping process was followed to the letter and that there were no comments submitted. Therefore, in writing and for the record, I would like to ask that the following questions be part of the scoping of the Draft Program EIR for the Diridon Station Area Plan:

Transportation:

- How will the Light Rail system contribute to the area?

- Will there be late-night trains to accommodate the public attending events at the stadium, if is built?
- Will the Light Rail schedule be coordinated with the High Speed Rail (HSR) and BART schedules?
- The transportation diagram did not appear to include the Los Gatos Creek or Guadalupe River Trail
 - What percentage of stadium event patrons are likely to arrive and depart via the trail for daytime events? For evening events?
 - How does the percentage depend on distance traveled?
 - How will pedestrians and bicyclists impact the vehicular traffic?
 - Will there be safe and secure parking for bicycles?
- What does the plan propose to do to encourage a walkable experience?
 - What are the on-site pedestrian amenities? Pavement styles, street-level activities, shade and landscaping, benches and chairs, shops and displays?
 - What are the adjacent pedestrian amenities? What “entices” visitors to walk to downtown or the SJ State Campus? The Diridon Station has a nice pedestrian boulevard by the entrance, but it stops after a block and a half: San Fernando should be extended as a pedestrian walkway along the Light Rail corridor, with crosswalks at Montgomery and with broad and inviting sidewalks.

Riparian Habitat

- There are plans to reconfigure Autumn/Montgomery St. and Park Ave. The Los Gatos Creek has been confined to a culvert under that intersection for years. When the streets are redone, will the plan recommend seizing this great opportunity to “daylight” the creek and restore the riparian habitat?
 - The Los Gatos Creek supports steelhead trout and coho salmon. (Besides the official reports, I personally have seen steelhead spawn in the Los Gatos upstream from here, and several friends have reported seeing meter-long salmon upstream of here.) An improved riparian habitat would benefit these important species.
- What are the impacts of Light Pollution from the planned development on the fish and wildlife in the Los Gatos Creek and Guadalupe River riparian corridors?
- What are the impacts to the Los Gatos Creek from contaminated water run-off from structures and pavement? What measures are proposed to mitigate this?
- What is the impact of noise (e.g., from stadium events and associated traffic) on the wildlife in the Los Gatos Creek riparian corridor?

Trail Usage

A significant fraction of folks attending stadium events or traveling via HSR or BART who live within a couple miles of the Diridon Station are likely to arrive via the trails, in part to avoid the traffic congestion and in part to avoid the hassles and high cost of parking.

- Would a “day-lighted” Los Gatos Creek enable a grade-separation of the Los Gatos Creek Trail at Autumn/Montgomery and at Park? If trail users don’t have to cross that busy intersection at-grade, they are more likely to utilize the trail, and also there would be less pedestrian/vehicle conflict at the signalized intersections, thereby enhancing vehicle motion.

- What would be the impacts on Auzerais at its at-grade crossing of the Los Gatos Creek Trail due to the increased trail usage? Can the trail be grade-separated by means of an undercrossing?
- What would be the impacts on Woz Way at its informal (but still well-utilized) at-grade crossing of the Guadalupe River Trail due to the increased trail usage? Can the trail be grade-separated by means of an undercrossing? (There actually is already an undercrossing in place, but it dead-ends: a ramp up to grade would alleviate this concern.)
- If a significant number of event attendees arrive via the creek trails, they will generate their own traffic impacts. What improvements to the Guadalupe River Trail would be proposed? There are a couple hairpin turns (at Park and at Woz Way), several places where the through-route follows a sidewalk (e.g., the Park Ave. bridge), and other hazards (a blind curve at Park, and also a path that directly runs off the embankment and into the water, also at Park) – a few ramp-trails and/or some in-channel crossings would connect existing trail segments and greatly improve the flow of bicycle and pedestrian traffic with minimal impact to the environment. (For example, now that there is a flood-control bypass channel, the water level will be limited: a trail bridge could be constructed under several street bridges so as to connect trail segments with no impact to the riparian habitat.)

Airport Impacts

- Are proposed buildings compatible with the FAA “One Engine Inoperative” constraints? I understand that the OEI is not yet adopted policy, but also that each airline has to figure out on their own whether to fly certain routes, given the needed fuel load and whether an OEI event would be hazardous. If the buildings infringe on the OEI flight-path, the airlines may discontinue long-haul routes and not institute others, and so the city’s billion-dollar investment in SJC could be jeopardized.
- Will there be a “people mover” between Diridon and SJC? If the airport connection is not convenient, then air travelers from Fresno, for example, would be more likely to go to LAX than SJC.
- Would the Diridon Station users be able to utilize the rental car facility at SJC, or would there have to be parking structures for rental cars in the Diridon Station area?

Parks

- Will visitors be able to appreciate the architecture of the Diridon Station? Will there be a plaza that allows sight-lines to the HSR station, or will it be “buried” in a dense urban grid?
- I am pleased to see that the current Fire Training Site on Bird at Park is designated to be parkland. This will be needed for the residents in the nearby developments. Note that this park, with neighborhood-serving facilities (swings, picnic areas, playgrounds, and possibly trailhead amenities) is different from the very open and public plaza at the entrance to the Diridon Station.

Noise

- The stadium is likely to generate significant noise during events: its impact has been analyzed as part of the Stadium EIR. Will structures within the Diridon Station Area Plan be analyzed for their effects on that noise? For example, a poorly designed and positioned structure could act like a mirror and reflect stadium noise into adjacent residential areas.

I recall the other public participant and I had other comments as well, and I'm sure the other members of the public who wished to attend would have additional questions and comments as well. I urge you to extend the comment period and to solicit additional public input.

The Diridon Station Area Plan will have a profound impact on a vibrant and vital region of San José for years to come: it is critical that it be done well.

Thank you,

Dr. Lawrence Ames

1218 Willow St.
San José, CA 95125
November 7, 2011

John Davidson, Project Manager
City of San José, Diridon Station Area Plan
via email: John.Davidson@sanjoseca.gov

cc: Joe Horwedel, SJ Planning Director
Michael Brilliot, SJ Planning Dept.
Pierluigi Oliverio, SJ Councilmember, Dist. 6

re: Draft Program EIR for the Diridon Station Area Plan -- File No. PP09-163

Dear Mr. Davidson,

I want to thank you and the City for extending the comment period for the Diridon Station Area Plan EIR Scoping comments, and for staff's participation in an additional public meeting. Whereas the original two meetings had poor public participation, this third meeting was very well attended: I hope that they all will provide worthwhile comments.

I wish to reaffirm the questions from my written comments dated October 10th. In addition, I would like to expand somewhat on my comments related to the "day-lighting" of the Los Gatos Creek within the Project Area.

Figure 1 shows the current condition of the Los Gatos at the southern portion of the Project Area: the creek is routed through a culvert under the intersection of Montgomery/Autumn and Park. (I-280 is off the bottom of the graphic, Diridon Station and the proposed stadium are off the top, downtown is to the right.)

Figure 2 shows the proposed baseball stadium. (Graphic taken from the Stadium EIR.)

Figure 3 shows a possible alignment of a day-lighted Los Gatos Creek: the green represents the restored creek channel, the blue the stream itself, and the yellow lines show possible trail alignments. The channel utilizes land that is to be acquired for the planned street realignment (the blue areas surrounded by red/white dashed lines), and it presumes that this intersection will be reconfigured according to the new City policy to remove the non-stop right-turn ramps.

Figure 4 is a photo of the northern end of the creek culvert. (The culvert dimensions are from a study for the Diridon area.)

Figure 5 shows an approximate vertical cross-section of the current street and culvert (top half), and of a restored creek channel (bottom). There appears to be adequate vertical clearance for trail well above normal creek-flow level and beneath an at-grade bridge.

Figure 6 is a photo of the current habitat just downstream (north) of the culvert exit (near Park and Autumn).



Fig. 1 –Park at Montgomery/Autumn

The point of these charts is to show that it appears quite feasible to recreate a natural stream channel for the Los Gatos Creek. It will cost money: I would recommend that it be a part of the stadium construction, part of the supporting infrastructure – to be done when the intersection is reconfigured for the street realignments. If the stadium is not built, this could be part of whatever major project does get constructed on the stadium site.

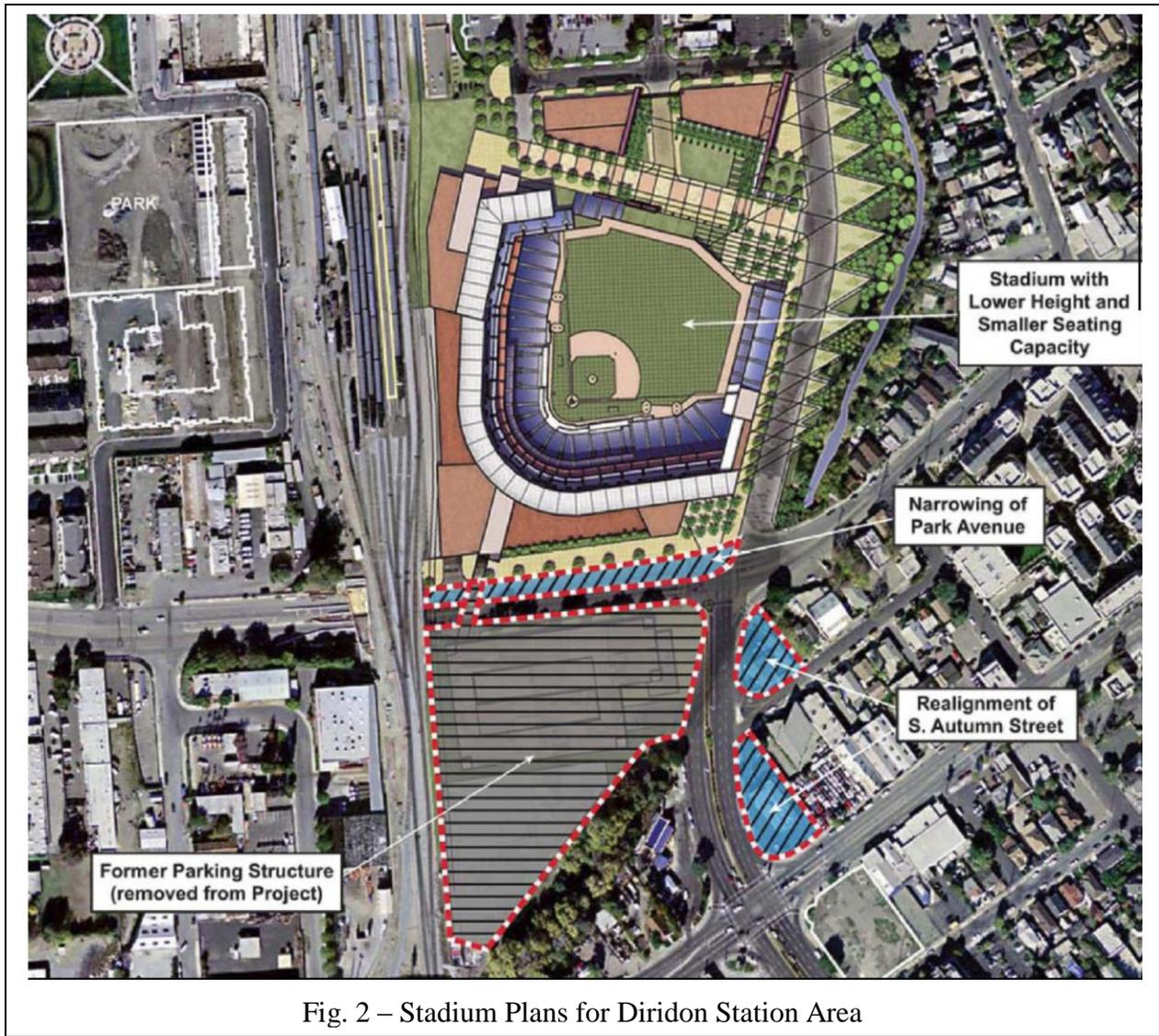


Fig. 2 – Stadium Plans for Diridon Station Area

The reason for writing this letter is that I want to see the environmental impacts of such a stream day-lighting be analyzed as part of the Diridon Station Area Plan EIR. There are sure to be positive and negative impacts:

Negative:

- the disturbance to the stream habitat during construction.
- the impacts on the stream habitat by the adjacent trail-using public – this could be mitigated by appropriate trail design.

Positive:

- restored riparian (“streamside”) habitat along that section
- improved non-motorized access to the Station Area, resulting in more people arriving by foot or bike rather than by car, which in turn results in less traffic and parking congestion

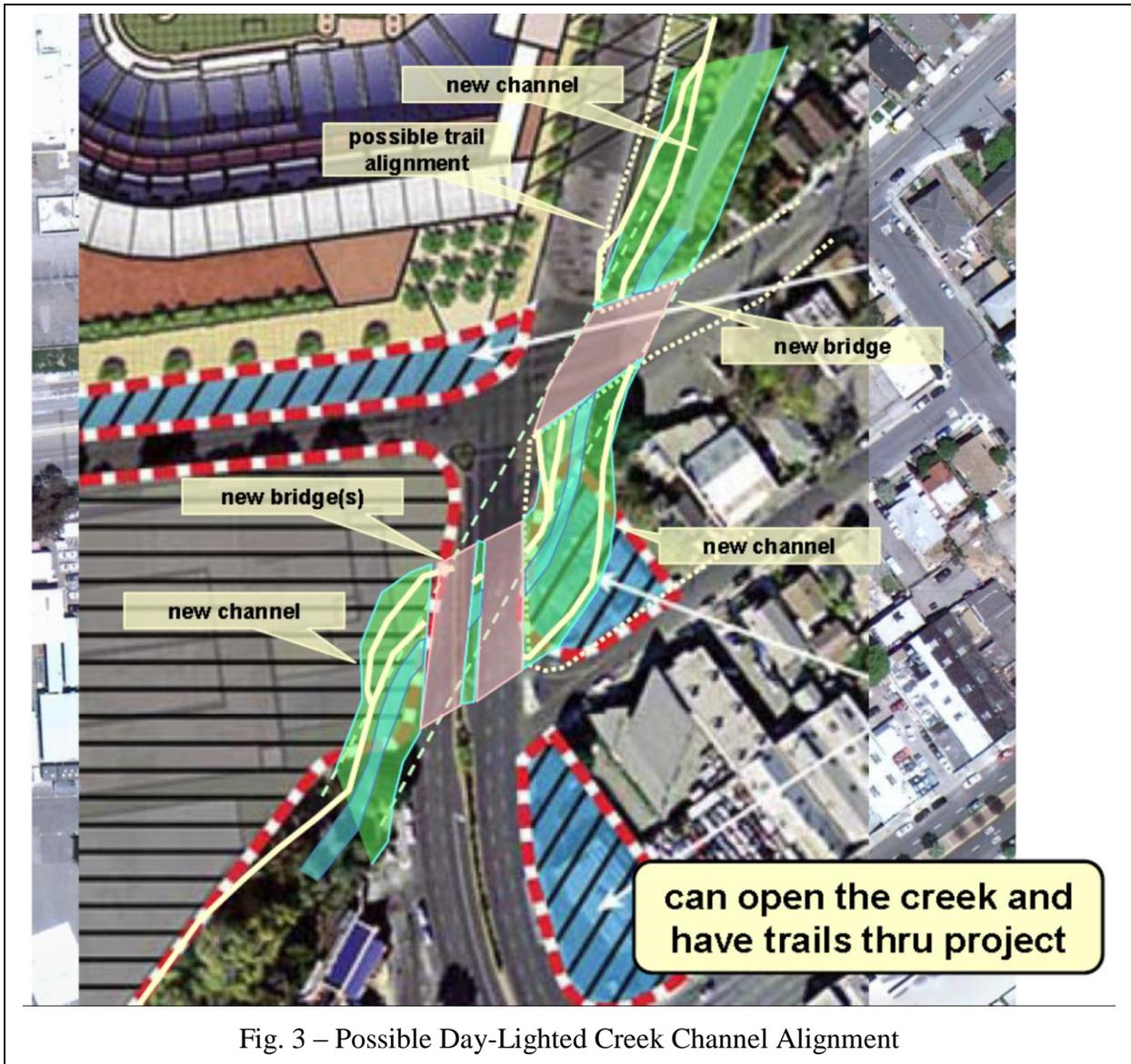


Fig. 3 – Possible Day-Lighted Creek Channel Alignment

- by providing grade-separated crossing of Montgomery/Autumn and of Park, there will be less pedestrian/cyclist impacts on the vehicular traffic flow, resulting in improved traffic flow, less congestion, and less resultant air and noise pollution.

As this is within the defined area of the Project and it will have an impact on the environment, I request that it be included in the scope of the EIR and be studied as part of the Project.

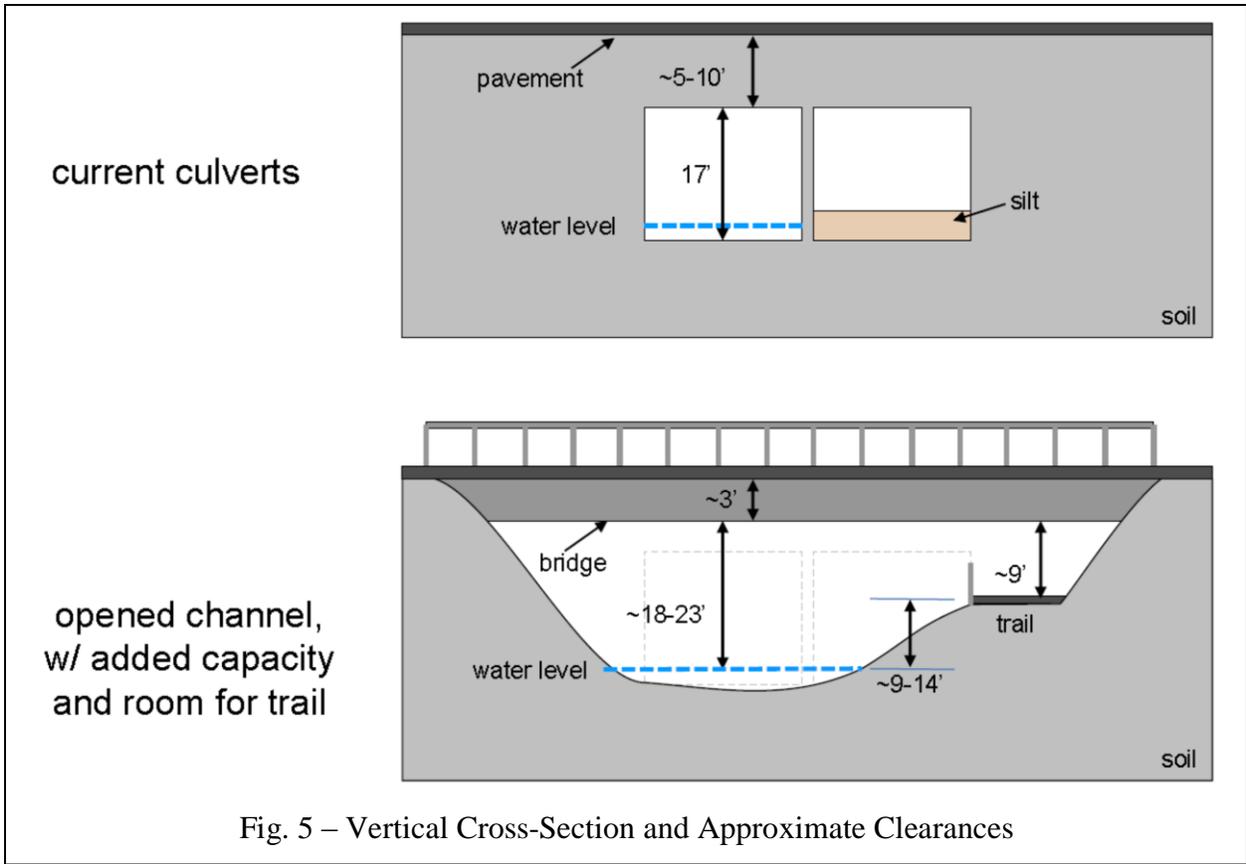
Thank you,

A handwritten signature in black ink that reads 'Lawrence Lowell Ames'. The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Dr. Lawrence Lowell Ames



Fig. 4 – Northern End of the Los Gatos Creek Culvert



John & Michael;

Find above, the Good Neighbor Committee's Framework for implementation. It includes recommendations that noise, traffic, and other impacts from future development be mitigated.

Noise and traffic, health issues, etc are addressed in this document and should be considered and addressed at a very high level.

I participated in many of the Good Neighbor Committee meetings. This GNC group were chosen from a vast spectrum of San Jose residents, and their document attached above, is a great reference of our vision.

Please see index: Land Use, Neighborhood Quality of Life, Parking and Traffic, Noise, Etc.

I ask that you include all the issues in this report that you can address in this EIR.

Thanks.

Terri Balandra

District 6

Sierra Ave.

Framework for Implementation

Diridon Station Area Good Neighbor Committee

Date Completed:
September 7, 2010

Prepared For:
San Jose City Council

Prepared By:
Diridon Station Area Good Neighbor Committee

Facilitated By:
Kip Harkness
Director of Strong Neighborhoods

Lee Wilcox
Downtown Coordinator

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Diridon Station Area: Framework for Implementation

As directed by the Mayor and City Council, the purpose of the Diridon Station Area Good Neighbor Committee (GNC) was to provide a forum for neighbors to work collaboratively in solving problems in the neighborhood that arise from development in the Diridon Station Area. The Good Neighbor Committee met 16 times and achieved their purpose through their creation of this *Diridon Station Area Good Neighbor Committee: Framework for Implementation*.

This document represents the final product of the GNC and their recommendations to the City Council and Redevelopment Agency Board. The *Framework* focuses on six (6) interest areas; land use, neighborhood quality of life, parking and traffic, parks and trails, pedestrian and bicycle connections and connectivity, and public transportation systems. For each of the interest areas the *Framework* identifies the top three priorities to guide future implementation.

DESTINATION DIRIDON, THE VISION:

- Diridon Station is **the way to San Jose**, you can get there from everywhere, you can get everywhere from there. – Quickly, easily.
- Diridon Station is the **hub of public transit and central place** of downtown San Jose, and a regional front door to Silicon Valley.
- **People of all kinds**, families, different generations, the cultural creatives, the professionals all **name Diridon as their favorite place**; to hang out, to play, to have fun, to meet, to work, to be.
- Diridon is a **great place surrounded by great neighborhoods**.
- **Trails and open space, parks and plazas**, the Guadalupe River and Los Gatos Creek, are amenities for an active Destination Diridon.
- The **great community events** of San Jose happen at Diridon Station – the concerts and the games, of course, but far more than that.
- The creation of a great place requires **excellent community engagement** and involvement throughout the process.

OVERALL RECOMMENDATIONS:

1. City Council and the Redevelopment Agency Board should direct the City Manager and the Redevelopment Agency Executive Director to consider including the Framework for Implementation Priorities in potential agreements, contracts and projects where appropriate as they become realized.
2. City Council and the Redevelopment Agency Board should re-appoint a smaller ongoing Good Neighbor Committee to meet periodically (quarterly) or as needed to be updated on progress and provide input as projects develop.
3. The new Good Neighbor Committee should form three smaller working groups on Parking and Traffic/Connectivity, High Speed Rail/Diridon Station, and the Major League Ballpark, to be able to work on these key issues that are likely to be first out of the gate. These working groups could include members and experts from outside of the Good Neighbor Committee.

Diridon Station Area: Framework for Implementation

LAND USE

MISSION: The Diridon Station Area is the most significant opportunity for placemaking in San Jose. Development should integrate and expand into the existing downtown core and surrounding business districts.

GOALS:

- Incorporate the priorities of the Framework for Implementation into the Diridon Station Area Master Plan.
- Incorporate the Diridon Station Area Master Plan into the Envision San Jose 2040 General Plan.
- Work with property owners in the core area, between, and including, the proposed Ballpark and the HP Pavilion, to develop a master implementation plan to ensure that new development and open spaces built in the core area are consistent with the Framework for Implementation.
- Prioritize development at Diridon to be mixed use, urban development that connects transit, jobs, housing, sports, entertainment, hotels, and the convention center.
- Acknowledge that OEI presents a constraint on the height of development in the Diridon Station Area.

IMPLEMENTATION PRIORITIES:

1. Account for pedestrian activity and auto use in the Diridon Station Area by way of downtown parking, satellite parking and shuttles.
2. Design and plan the Diridon Station Area to attract meaningful sustainable jobs accessible to local residents to produce a net benefit to the local economy.
3. Take advantage of the weather and plan for outside uses and venues and destination retail spaces in the core of the Diridon Station Area.

Diridon Station Area: Framework for Implementation

NEIGHBORHOOD QUALITY OF LIFE

MISSION: Development in the Diridon Station Area must provide protection for, and ongoing engagement with the surrounding community. In addition, the surrounding neighborhoods should benefit from the development. The Diridon Station Area investment should honor the past and embrace the future.

GOALS:

- Mitigate potential adverse impacts to Neighborhood Quality of Life.
- Enhance existing Neighborhood Quality of Life.
- Ensure development and operations in Diridon Station Area are non-intrusive for the existing neighborhoods.
- Design development to include amenities and projects that draw residents from the surrounding neighborhoods.
- Design development to support safe neighborhoods and enhance the safety of surrounding neighborhoods.

IMPLEMENTATION PRIORITIES:

1. Mitigate noise impacts to neighborhoods.
2. Reflect all incomes in new, incoming residential development.
3. Maintain a program for the Diridon Station Area and abutting neighborhoods with enhanced services including street cleaning, security, park maintenance, sidewalk cleaning, litter and graffiti removal, similar to the current Groundwerx program.

Diridon Station Area: Framework for Implementation

PARKING AND TRAFFIC

MISSION: The Diridon Station Area is a destination that invites people to stay. A balance will be struck among all modes of travel that will support viable local public transportation. This balance must be attractive to and safe for pedestrians, bicyclists, and transit riders, ensure an adequate parking supply, and support existing businesses.

GOALS:

- Provide and expand multimodal access to the Diridon Station Area.
- Provide equitable solutions to protect neighborhoods and business districts from the potential negative parking and traffic impacts of development in the Diridon Station Area.
- Ensure there is sufficient multimodal parking for the development in the Diridon Station Area.
- Reflect a significant reduction in Vehicle Miles Traveled (VMT) in traffic and parking management in the Diridon Station Area, consistent with San Jose General Plan 2040.

IMPLEMENTATION PRIORITIES:

1. Create an equitable and comprehensive Transportation and Parking Management Plan (TPMP) for the entire Diridon Station Area, similar to and building upon the Arena TPMP that evolves with public transportation as it comes on line and coordinated with the City's Downtown Parking Management Plan.
2. Create a Diridon Station experience that is attractive to pedestrians, bicyclists, and transit riders, ensures an adequate parking supply, supports existing businesses and does not negatively impact neighborhoods.
3. Encourage the use of transit and increase transit ridership to greater than 20% in the Diridon Station Area.

Diridon Station Area: Framework for Implementation

PARKS AND TRAILS

MISSION: Development of the Diridon Station Area must use an integrated approach that mixes the built environment with the natural environment to promote San Jose as one of the Great Green Sustainable Cities for the 21st Century.

GOALS:

- Consider trails as both recreation and transportation assets by maximizing the connectivity between businesses, residents, and entertainment and recreation areas.
- Return any movement or loss of existing or planned park space to the community it was supposed to serve.
- Use natural habitat as the focal point for driving economic benefits by providing restoration, flood control and bio-diverse wildlife corridors that connect the future generations of San Jose residents with their natural environment.

IMPLEMENTATION PRIORITIES:

1. Emphasizes the waterways; Restore the natural setting of the waterways in the urban areas, including specifically that of the Los Gatos Creek as it passes under Montgomery Street and Park Avenue, and enhance the relationship of commercial uses (like restaurants) to waterways and trails to balance nature and commercial vibrancy.
2. Recognize parks, trails and open space as an economic driver and an opportunity for investment, therefore prioritizing parks and trails in the implementation process for the Diridon Station Area.
3. Create public-private partnerships for parks, trails, and open space for the Diridon Station Area.

Diridon Station Area: Framework for Implementation

PEDESTRIAN AND BICYCLE CONNECTIONS AND CONNECTIVITY

MISSION: The Diridon Station Area should be designed for people, using greener forms of mobility and transitioning away from cars, allowing vibrancy, safety and attractive connections.

GOALS:

- Develop attractive and safe connections in all directions between and through the Diridon Station Area and the adjacent neighborhoods to enhance neighborhood and visitor quality of life.
- Enhance connectivity to support businesses and the business districts, such as the Downtown, the Alameda, West San Carlos and Willow Glen.

IMPLEMENTATION PRIORITIES:

1. Ensure the Diridon Station Area, including any new construction, has secure bicycle parking/storage for bike commuters, casual riders and visitors.
2. Implement the existing bike and pedestrian master plans as adopted in the City's current Greenprint.
3. Improve all undercrossings in the Diridon Station Area and turn them into attractive visual assets to achieve safety and better pedestrian and bicycle experiences.

Diridon Station Area: Framework for Implementation

PUBLIC TRANSPORTATION SYSTEMS

MISSION: The Diridon Station will be the hub of all public transportation (including High Speed Rail, BART, Bus Rapid Transit, etc.) in the South Bay. While new public transportation systems will come online the City should not lose sight of existing transit options.

GOAL:

- Design public transportation (including High Speed Rail, BART, CalTrain, Bus Rapid Transit, etc.), with durable, graffiti resistant world-class structures and art.
- Ensure the public transportation decision making process is guided by environmental impact, social equity impact and economic impact.
- That the High Speed Rail EIR should evaluate an above and below grade option.
- Minimize impacts to the surrounding neighborhoods by all aspects of public transportation operations.

IMPLEMENTATION PRIORITIES:

1. Ensure public transportation systems (including High Speed Rail, BART, CalTrain, Bus Rapid Transit, etc.) do not reduce the existing park land and trails or potential for more park lands and trails.
2. Mitigate vibration and noise effects.
3. Require that the High Speed Rail design use the Context Sensitive Solutions (CSS) process to design elements such as grade separations, overcrossings of waterways, tunnels and/or elevated structures (within the context of comprehensive CEQA and NEPA review).

Diridon Station Area: Framework for Implementation

Attachment A: Map of Diridon Station Area



Diridon Station Area: Framework for Implementation

Attachment B: Roster of Diridon Station Area Good Neighbor Committee

1. Adobe Systems
2. Alameda Business Association
3. Burbank Del Monte NAC
4. California High Speed Rail Authority
5. Cahill Home Owners Association
6. College Park Neighborhood Association
7. Delmas Park NAC
8. District 3 Designee
9. District 6 Designee
10. Friends of the Guadalupe River and Gardens
11. Gardner Advisory Council
12. Georgetown Home Owners Association
13. Greater Gardner NAC
14. Greenbelt Alliance
15. HP Pavilion at San Jose
16. Market Almaden NAC
17. North Willow Glen Neighborhood Association
18. Parkside Home Owners Association
19. Reserved for possible Baseball Team Representative
20. San Jose Arena Authority
21. San Jose Downtown Association
22. San Jose Downtown Residents Association
23. Santa Clara Valley Transportation Authority
24. Shasta Hanchett Park Neighborhood Association
25. Silicon Valley Chamber of Commerce
26. South Bay Labor Council
27. St. Leo's Resident
28. The Alameda Business at-Large:
29. West San Carlos Business Association
30. Willow Glen Neighborhood Association (including Palm Haven Area)
31. Xactly Corporation

Diridon Station Area: Framework for Implementation

Attachment C: Meeting Schedule

Full Good Neighbor Committee

<i>Meeting</i>	<i>Date</i>	<i>Location</i>
1	Wednesday, June 10, 2009	Council Wing
2	Thursday, June 18, 2009	Walking Tour – Diridon Station Area
	Thursday, June 25, 2009	Walking Tour – Diridon Station Area
	Wednesday, August 19, 2009	Walking Tour – Diridon Station Area
3	Tuesday, July 21, 2009	Council Wing
4	Thursday, September 24, 2009	Council Wing
5	Thursday, October 29, 2009	Council Wing
6	Monday, December 7, 2009	Council Wing
7	Wednesday, January 27, 2010	Council Wing
8	Monday, February 1, 2010	Council Wing
9	Wednesday, February 17, 2010	Council Wing
10	Wednesday, March 17, 2010	Council Wing
11	Wednesday, April 21, 2010	Council Wing
12	Monday, May 3, 2010	Council Wing
13	Wednesday, May 26, 2010	Council Wing
14	Wednesday, June 23, 2010	Council Wing
15	Thursday, August 5, 2010	Council Wing
16	Tuesday, September 7, 2010	Council Wing

Small Groups Meetings of the Good Neighbor Committee

<i>Meeting</i>	<i>Date</i>	<i>Location</i>
1	Thursday, July 8, 2010	Tower – 17 th Fl
2	Friday, July 9, 2010	Tower – 13 th Fl
3	Monday, July 12, 2010	Tower – 13 th Fl
4	Tuesday, July 13, 2010	Tower – 17 th Fl
5	Wednesday, September 1, 2010	Tower – 17 th Fl
6	Thursday, September 2, 2010	Tower – 17 th Fl

Diridon Station Area: Framework for Implementation

Attachment D: Raw Voting Records

Note: After raw voting occurred Committee went through an editing process and validation process to ultimately be final recommendations. Final recommendation language might appear or be different from this document.

I. PARKING AND TRAFFIC

- 1.1. Create a comprehensive Parking and Traffic Management plan for the entire Diridon Station Area. 16
 - 1.1.1. The plan would include HP Pavilion, the potential Ballpark, Diridon Station and the space in between.
 - 1.1.1.1. Implementation Oversight Body
 - 1.1.1.1.1. Neighborhood Representation
- 1.2. The city should explore using an approach other than just Police Officers for traffic control and parking management of events. A Goundwerx like crew could provide both traffic control and serve as ambassadors to the Diridon area. 4
 - 1.2.1. Ensure plan looks at daytime events. – single and double
 - 1.2.2. Planning begins before development starts.
- 1.3. People choosing to go to the Diridon Station Area in cars need to be accommodated. 8
- 1.4. Strongly encourage and promote multimodal access to the Diridon Station Area.**
- 1.5. “CalTrain Access Plan”, which priorities transportation modes in the following order: Pedestrian, Bike, Transit, and Auto. 10
- 1.6. A range of access modes should be encouraged to access the Diridon Station Area. 0
- 1.7. Encourage the use of transit and increase transit ridership to over 20% in the Diridon Station Area. 9
- 1.8. Provide equitable solutions to protect neighborhoods and business districts from the potential negative parking and traffic impacts of development in the Diridon Station Area.**
- 1.9. Ensure there is sufficient parking for the development in the Diridon Station Area.**
 - 1.9.1. Short-term parking options, drop-off points.
 - 1.9.2. Long-term parking demands are addressed.
- 1.10. Utilize the existing dispersed parking downtown to serve the Diridon station area. 2
- 1.11. Do not fill the area between the HP Pavilion and a Ballpark with structured parking. 7
 - 1.11.1. Rely on existing connections to downtown, and create new connections to encourage people to park downtown and walk to Diridon
- 1.12. Create Satellite Parking for games and events. 1
- 1.13. People who do choose to drive should be able to park outside of Diridon and have convenient transportation into Diridon. 0
- 1.14. Permit parking should be expanded to protect neighborhoods. 7
 - 1.14.1. Permit parking should be paid for by the entity that creates the demand.
 - 1.14.2. Permit Parking to protect neighborhoods should be expanded

Diridon Station Area: Framework for Implementation

- 1.14.3. Permit Parking for affected neighborhoods should be affordable or no-cost for neighborhoods and easy for residents to use.
- 1.15. Ensure Public Transportation is tied into the development of Diridon. – WG 0
- 1.16. Encourage, support and collaborate with local transit agencies to support efforts in Diridon. 0
- 1.17. Locate future parking and manage traffic to not impact neighborhoods. 0
- 1.18. Parking Revenue District to fund improvements in the Diridon Station Area. 1
- 1.19. Permit Parking in residential neighborhoods. 0
- 1.20. Metered Parking in Business Districts. 0
- 1.21. **Consistent with San Jose General Plan 2040 traffic and parking management should reflect 40% reduction in Vehicle Miles Traveled (VMT).**

Diridon Station Area: Framework for Implementation

2. NEIGHBORHOOD QUALITY OF LIFE

- 2.1. The quality of life of surrounding neighborhoods will be enhanced by better connections to the Diridon Station Area.
- 2.2. ***Impacts to Neighborhood Quality of Life need to be mitigated.***
- 2.3. Noise Impacts to neighborhoods need to be mitigated 9
 - 2.3.1. There needs to be an ongoing process involving residents for addressing concerns about noise
 - 2.3.2. Noise monitoring station around Ballpark
 - 2.3.3. Setting Sound Levels
 - 2.3.4. Oversight person to adjust sound levels
 - 2.3.5. Adjust sounds levels in real time
- 2.4. Vibration Impacts to neighborhoods need to be mitigated 1
 - 2.4.1. Potential sources of vibration include both High Speed Rail and music concerts at the Ballpark.
- 2.5. ***Look for opportunities to enhance existing neighborhoods quality of life.***
- 2.6. ***The projects and new development in Diridon need to be non-intrusive for the existing neighborhoods.***
- 2.7. Equity – Incoming Residential development should reflect all incomes 8
- 2.8. Equity – Parks, public services, and amenities should be prioritized.
- 2.9. Encourage below grade “submerged” design of the ballpark. 4
- 2.10. ***Amenities and projects that draw residents from the surrounding neighborhoods.***
- 2.11. Proper way-finding signage. 4
- 2.12. There should be ongoing community participation in, and oversight of the creation and implementation of the plan. 13 *MOVE TO Introduction*
- 2.13. Diridon Station Area plan should encompass and respect the existing and approved planning documents. 4
- 2.14. Lighting impacts on neighborhoods needs to be mitigated.
 - 2.14.1. Potential sources of light – ballpark and high speed rail.
- 2.15. Permit parking should be paid for by the entity that creates the demand.
- 2.16. Overall Oversight body should include immediate surrounding neighborhoods and business districts.
- 2.17. Enhance security beyond the normal event detail in the west and south of Diridon Station. 4
- 2.18. Enhanced street cleaning, park maintenance, sidewalk cleaning, litter and graffiti removal, etc. in the surrounding areas. 6
- 2.19. ***New development should support safe neighborhoods and enhance safety of surrounding neighborhoods.*** 4
- 2.20. Enforce existing regulations to deter parking on lawns/creating parking lots on residential property.
- 2.21. Enforcement of parking by towing. 1
- 2.22. Existing parks should have restrictions against tail-gate parties and cleanup should be supported.
- 2.23. Increased police presence in transit areas before, during and after events. 2
- 2.24. Parking fines need to be high to be effective.

Diridon Station Area: Framework for Implementation

3. PEDESTRIAN AND BICYCLE CONNECTIONS AND CONNECTIVITY

- 3.1. Enhanced Connectivity in all directions between the Diridon Station Area and the adjacent neighborhoods enhances neighborhood quality of life. 14**
- 3.2. Major Pedestrian and Bicycle only paths/thoroughfares beyond the current trail system, such as San Fernando. 3
- 3.3. Bike Rental Stations.
- 3.4. Develop the existing bike lane on Bird Ave into full permanent bike lanes with connectivity into the Diridon Area and beyond. 2
- 3.5. Implement the Alameda, Beautiful Way Program. 2
- 3.6. Connectivity should be increased to support businesses and the business districts, such as the Downtown, the Alameda, West San Carlos and Willow Glen. 10**
- 3.7. The Diridon Area, including any new construction, should have safe secure bicycle parking/storage for bike commuters, casual riders and visitors. 7
- 3.8. The plan maximizes the ability to travel within the Diridon Station Area on foot or bike. 4
- 3.9. Bike lane on Lincoln Ave.
- 3.10. Implement the existing bike and pedestrian master plans. 6
- 3.11. Connectivity during construction must be maintained or replaced if impacted. 1
- 3.12. Use every opportunity to enhance the bike and pedestrian experience.
- 3.13. Bike lanes are important to increasing the connectivity of businesses and the business improvement districts.
- 3.14. Prioritize pedestrian and bike access in the Diridon Station Area. 3
- 3.15. Safe bike and pedestrian system within the existing transportation system.
- 3.16. Pedestrian walkway into Downtown on San Fernando.
- 3.17. Enough crosswalks
- 3.18. Accommodating skate borders and roller bladders.
- 3.19. Connect Bird Ave, San Fernando, Alameda, Park Ave, Lincoln, Guadalupe Trail North, Los Gatos Creek Trail and Auzerais bike lanes. 7
- 3.20. City and development community should pay particular attention to highway 280 and highway 87 and turn it into attractive visual assets to achieve safety and better pedestrian experience.

Diridon Station Area: Framework for Implementation

4. PARKS AND TRAILS

- 4.1. Any loss of parkland or potential parkland needs to be replaced for that affected area. 11
- 4.2. Create an exemption for the City's Living-Wage Policy for the Diridon Station Area. 7
- 4.3. Opportunity to re-create a San Antonio like river-walk into the natural setting of the creek/river in the urban areas. 6
- 4.4. Recognize parks, trails and open space as an economic driver and an opportunity for investment therefore prioritizing parks in the implementation process for Diridon Station Area. 6
- 4.5. Enhance Opportunities for new open space, parks and plazas 5
- 4.6. The Diridon Station area should cause the connection of trails 1
 - 4.6.1. All disconnected bike and pedestrian trails should be connected in a hub in Diridon 5
 - 4.6.1.1. Connecting Los Creek Trail and Guadalupe River Trail 3
 - 4.6.1.2. The Los Gatos Creek Trail should connect in Diridon
 - 4.6.1.3. The Guadalupe River Trail Should connect in Diridon
 - 4.6.1.4. The Guadalupe Bike Trail Should connect in Diridon
- 4.7. The Autumn Street Parkway should be a Park that connects the trail and creek systems 1
- 4.8. Investigate public-private partnerships for parks, trails and open space for the Diridon Station Area. 3
 - 4.8.1. Adding revenue generating events and activities to park master plans. 6
 - 4.8.2. Establish Community Facilities District to assist with funding for maintenance of parks, trails and open space.
 - 4.8.3. Business sponsorship, partnership for development and maintenance of parks, trails and open space.
- 4.9. Pedestrian and bike systems should be separate from street and rail network. 2
- 4.10. Green fingers concept integrated in the parks, trails and open space plans. 1
- 4.11. Existing or future parkland used for temporary construction purposes should be restored to its previous status before the construction took place at no cost to the city. 1
- 4.12. Trails should be considered as both recreation and transportation benefits by maximizing the connectivity between businesses, residents, and entertainment and recreation areas.
- 4.13. Any movement or loss of existing planned park space should be returned to the community it was supposed to serve.
- 4.14. Natural habitat becomes the focal point for driving economic benefits by providing restoration, flood control and bio-diverse wildlife corridors that connect the future generations of San Jose residents with their natural environment.

Diridon Station Area: Framework for Implementation

5. PUBLIC TRANSPORTATION SYSTEMS

5.1. The design of HSR, whether above and/or below grade, needs to be world-class structures, art and graffiti proof.

- 5.1.1. Design needs to reflect the surroundings.
- 5.1.2. Design around the eyes of a traveler coming to San Jose.
- 5.1.3. The Station should be a placemaking destination.

5.2. Vibration and noise effects should be mitigated. 7

5.3. Social Equity - The High Speed Rail decision making process should be informed by an understanding of Social Equity issues that arise for Diridon and the surrounding neighborhoods. 10

- 5.3.1. Social Equity Issues of an above grade alignment must be understood
- 5.3.2. Social Equity Issues of below grade alignment must be understood.

5.4. Economic Impact – The High Speed Rail decision making process should be informed by an understanding of the Economic Impact to Diridon and the surrounding neighborhoods. 11

- 5.4.1. The Economic Impact of an above grade alignment must be understood.
- 5.4.2. The Economic Impact of a below grade alignment must be understood.
- 5.4.3. Economic impact study should include impacts to the airport. OEI

5.5. THE HSR DECISION MAKING PROCESS MUST BE INFORMED BY ENVIRONMENTAL IMPACT, SOCIAL EQUITY IMPACT AND ECONOMIC IMPACT.

5.6. Environmental Impact – The High Speed Rail decision making process should be informed by an understanding of the Environmental Impact to Diridon and the surrounding neighborhoods. 6

- 5.6.1. The Environmental Impact of an above grade alignment must be understood.
- 5.6.2. The Environmental Impact of a below grade alignment must be understood.

5.7. High Speed Rail (All aspects of operations) should minimize impacts to the surrounding neighborhoods.

- 5.7.1. The design of HSR should not divide existing and future neighborhoods, business districts and downtown but seek to enhance the connectivity of the Diridon and surrounding areas.
- 5.7.2. If the station is below ground it should still have public art and contribute to place making in Diridon.

5.8. High Speed Rail should not reduce the existing Park land and trails or potential for more park lands and trails. 11

5.9. Look at small “footprint” transit that can adjust to demands – Alameda 2

5.10. Creating the Opportunity for Ultra Personal Pods or similar idea for San Carlos Ave. 1

5.11. Encourage Light Rail Station at San Carlos and Azerrais

5.12. Advocate for full funding of transit options that enhance Diridon Station (list to come from VTA).

5.13. Use existing monitoring system and plan at airport for the curfew and apply it to HSR operations. 4

Diridon Station Area: Framework for Implementation

- 5.14. HSR design shall combine CSS process within the context of comprehensive CEQA and NEPA review of design elements, such as grade separations, overcrossings of waterways, and elevated structures. 8
- 5.15. Advocate for full funding and demand of transit into Diridon Station, including BART and BRT.

Diridon Station Area: Framework for Implementation

6. LAND USE

- 6.1. The Diridon Station Area should be designed for People – not for cars. 11
- 6.2. Station needs to be welcoming and connected at all times. 0
- 6.3. The planning for the Diridon Station Area must understand the transit demands and the needs of the transit facilities and use that as the starting point for the planning. 7
- 6.4. The decision making process for both the Ballpark and High Speed Rail should be informed by an understanding of their respective Economic Impacts. 0
- 6.5. **The Diridon Area is one of the most significant opportunities for placemaking in San Jose.**
 - 6.5.1. **Do not set boundaries - flows to existing neighborhoods and resources**
 - 6.5.2. **Every project and development in the Diridon Station area should contribute to placemaking.**
- 6.6. The Diridon Station Area should be different than it is today.
- 6.7. Pedestrian and traffic encourages people to connect to downtown. 9
- 6.8. There should be a binding agreement between City, developers and community stakeholders that institutes a method for tracking exceptions, violations and impacts in which fines occur they go back into the affected neighborhood. 5
- 6.9. Take advantage of the weather and plan for outside and destination retail spaces in Diridon between ballpark and the Arena. 8
- 6.10. Creating places for leisure and pleasure. – Slower pace.
- 6.11. The plan should take into account and address potential negative equity impacts making sure in the Diridon Plan creates “meaningful” jobs that are accessible to residents from the surrounding neighborhoods.
 - 6.11.1. Focus on middle income and sustainable jobs that produce a net benefit to our local economy. Affordable to all ranges of income. 10
- 6.12. Policy that ties to fiscal benefits to City and Agency be re-invested into the surrounding neighborhoods and business districts that are affected via a community input process. 5
- 6.13. Creating branch library space. 1
- 6.14. No auto orientated uses i.e not freeway orientated (big box retail) 2
- 6.15. **Diridon Station Area should be considered its own Specific Plan**
- 6.16. Planning should not ignore the automobile 5
- 6.17. **Development at diridon should prioritize mixed use, urban development that connects transit, jobs, housing, sports and entertainment, hotels, convention center (ie destination diridon)**
- 6.18. consider park av, san carlos, and the alameda in the planning

Diridon Station Area: Framework for Implementation

7. Miscellaneous

- 7.1. The Diridon Station Area should be home to and encourage and support a wide range of diverse businesses.
- 7.2. The Diridon Station Area should be developed in a manner that supports existing businesses.
- 7.3. Destination Diridon – Diridon should be a destination whether a Ballpark is build there or not.
 - 7.3.1. The planning for the area needs to look at both Diridon with a Ballpark and Diridon without a Ballpark.
- 7.4. The Diridon Station Area must be an economic driver for downtown and the City of San Jose.
- 7.5. Corporations and private developers must play a significant role in financing and supporting the development of Diridon as a place.
 - 7.5.1. Should look for ways of attracting corporate and developer support.
 - 7.5.2. Diridon should serve as a community a gathering space that functions as the backyard for residents and gathering space for all, everyday of the year.
- 7.6. Baseball needs to adhere to the Airport curfew.
- 7.7. As Diridon evolves what is the mechanism to bring new issues back? Oversight body – Pete K.
- 7.8. Ballpark should have “community use” built into the agreement. I.E. – ccs PLAYOFFS
- 7.9. Emergency Preparedness Plan for Diridon Station
- 7.10. There should be ongoing community participation in, and oversight of the creation and implementation of the plans and projects in the Diridon Station Area.
- 7.11.

Dear Mr. Davidson,

I want to let you know of my strong support for the proposal to restore the Los Gatos Creek to a more natural environment in the region where it flows near the stadium -- specifically, to remove it from the long box culvert where it is now constrained to flow under the intersection of Montgomery St. and Park Avenue.

This would be in accord with a clearly stated priority of the Diridon Good Neighbor Committee, which reads as follows:

Restore the natural setting of the waterways in the urban areas, including specifically that of the Los Gatos Creek as it passes under Montgomery Street and Park Avenue, and, to the extent possible, implement a river walk modeled on the one in San Antonio that balances nature and commercial vibrancy.

("Framework for Implementation" for Parks and Trails, Implementation Priority #1.)

Restoring the creek to a more natural setting will not be without its costs. But the City of San Jose is subsidizing by more than \$18 million the acquisition of the land for the stadium (The land, purchased by the Redevelopment Agency for \$25.1 million, will be sold to a private company for \$6.9 million to bring a ballpark into the area.)

With that level of subsidy, it is not at all unreasonable to require that the developer of the stadium contribute to the rerouting of the Los Gatos Creek out of its culvert and into the open. The creek, once released from its confines, can serve as a route for a creek-side trail which will be enjoyed by people going to and from games, the enhanced Diridon Station, the HP Arena, and downtown.

Sincerely yours,

Martin Delson
633 Palm Haven Avenue
San Jose, CA 95125

From: Madalyn Frazzini Perrine [mailto:perrine@pacbell.net]
Sent: Tuesday, November 01, 2011 10:04 AM
To: Davidson, John
Subject: Free the Los Gatos Creek

Hello, I am a regular user - at least 3 times a week - of the Los Gatos Creek trail. The trail has been an integral part of my recovery from breast cancer in 2011. And, prior to that, the trail made a significant contribution to my 30-pound weight loss as a new retiree. I really can't put into words what the trail means to my life, but I think you might be able to imagine how important it is to me based on these few facts.

I understand from reading the Mercury News issue of November 1, that an opportunity exists to expand the trail near the Bird/Park intersection. Please do everything you can to preserve and expand this most valuable resource. I am sure such action by the city will provide life-changing improvements for our citizens similar to my experience and the money spent will produce valuable returns for generations.

Thank you very much for your consideration of my input. Please include this statement, if possible, in the EIR public comments.

Madalyn Perrine
891 Almarida Drive
Campbell, CA 95008

October 5, 2011

Michael Brilliot
Senior Planner
Planning, Building & Code Enforcement
Planning Services
200 East Santa Clara Street
3rd Floor Tower
San Jose, CA 95113-1905



Dear Michael:

The San Jose Arena Authority appreciates the opportunity to respond to the Draft Program Environmental Impact Report for the Diridon Station Area Plan (File Number PP09-163). The Arena Authority considers the Draft Program Environmental Impact Report as one of the essential foundation documents in the ongoing development of a comprehensive Diridon Station Area Plan.

For your reference, the Arena Authority has been actively engaged in the development of the Diridon Station Area for a number of years and served as a member of the Diridon Station Area Good Neighbor Committee. The Arena Authority respectfully requests that the following issues continue to be considered at the forefront of discussions with the City and other critical stakeholders in the development and implementation of this significant regional project. Please also note that the items listed below specifically address the Diridon Station Area Plan as the plan relates to operations at HP Pavilion at San Jose:

- The transportation elements successfully employed for HP Pavilion at San Jose continue to be considered in any future discussions relating to the Diridon Area Plan
- Aesthetics and visual resources being contemplated continue to enhance the Pavilion and the Diridon Station Area
- Critical Pavilion and Diridon Station Area neighborhood integrity issues are identified and evaluated
- Continued engagement of pertinent stakeholders in the development of strategies and standards identified in relation to the Area Plan

I appreciate your consideration on the items listed above and look forward to continuing to work cooperatively on this essential regional project. Please feel free to contact me with any comments or questions. I can be reached at 408-977-4783 or at morrisey@sjaa.com.

Sincerely,

Chris Morrisey
Executive Director

Michael Brilliot
October 5, 2011
Page 2

cc: Members of the Arena Authority Board of Directors
Members of the Arena Events Operations Committee
Jim Benshoof, Wenck Associates, Inc.
Jim Goddard, HP Pavilion Management
Hans Larsen, Department of Transportation



Shasta/Hanchett Park Neighborhood Association

P.O. Box 28634 • San José, CA 95159 • info@shpna.org • www.shpna.org

October 11, 2011

City of San José
Department of Planning, Building, and Code Enforcement
Attention: John Davidson, Sr. Planner
200 East Santa Clara Street 3rd floor
San José, CA 95113

cc: Joe Horwedel, SJ Planning Director
Michael Brilliot, SJ Planning Dept.
Pierluigi Oliverio, SJ Councilmember, District 6
Sam Liccardo, SJ Councilmember, District 3

Re: Scoping comments SPEIR DSAP -- File No. PP09-163

Dear Mr. Davidson:

I am writing in regards to the scope and content of the Subsequent Program Environmental Impact Report (SPEIR) for the Diridon Station Area Plan (DSAP). The City of San Jose failed to notify the Shasta/Hanchett Park Neighborhood Association (S/HPNA) of the public SPEIR scoping meetings of September 27 and 29. Members of our community would like the opportunity to ask questions in a community meeting setting about this proposed document and study, given the significant impacts of the Plan on our community and neighborhoods.

City of San José, City Council Policy 6-30: PUBLIC OUTREACH POLICY FOR PENDING LAND USE AND DEVELOPMENT PROPOSALS states:

At a minimum, for Large and/or Significant Community Interest Proposals, there should be at least one community meeting no less than 45 days following the filing of the application...

The first community meeting was held only 19 days after the first public notice of the City of San José's intent of preparing a Subsequent Program EIR. As a consequence, at the evening meeting that I was able to attend just one single other member of the public present.

Furthermore, the policy states:

*The intent of Early Notification is to ensure that property owners, tenants, **neighborhood groups**, community organizations, and other interested parties have as much advanced notification of proposed projects as possible.*

We request that you extend the deadline for written comments, as well as hold additional public meetings with proper notifications, so all members of the community have time to review and comment on the proposed scope and content of the SPEIR. A project of up to 5 million square feet of commercial, 400 thousand square feet of retail, over 2500 residential units, 900 hotel rooms, and 11 thousand parking spaces deserves significantly more outreach !

Even the members of the Diridon Station Area Good Neighborhood Committee did not receive notice.

As an organization with a mission of protecting and advancing the interests of San José's Shasta/Hanchett Park, St. Leo's, Garden Alameda, Georgetown, and Cahill Park neighborhoods, we formally request the following content be included or is addressed in the Subsequent Program Environmental Impact Report for the Diridon Station Area Plan:

1. The SPEIR should address **comprehensively** the **cumulative** impacts to the environment of **all** the proposals that are planned for the same station area. This includes the Diridon Station Area Plan, as well as the existing conditions of a multimodal train station and the HP Pavilion. A non-exhaustive list of these other proposals includes: (a) BART tunnel and station, (b) High Speed Rail – both Aerial and Underground alignments, as a decision has yet not been made, (c) 32,000 seat baseball stadium (2010), (d) Coleman Avenue/Autumn Street Improvement Project (2008), (e) Los Gatos Creek Trail Reach 5 Master Plan (2008), (f) The Alameda: A Plan for the Beautiful Way (2010), (g) approved Parking garage immediately North of the HP Pavilion (2010).
2. On page 2, as well as on page 4, of the Notice of Preparation is the proposed baseball stadium being referred to as “already approved”. We would like to remind Planning Staff that per City Municipal Code Section 4.95.010, as well as per several Council decisions, this proposed stadium will first have to be approved by a majority of voters in San Jose. Therefore it should not be referred to without the modifier: “proposed”. Furthermore, the Alternatives Analysis should include the case of not building the baseball stadium as its approval is uncertain at this point in time.
3. Given that a baseball stadium may not be compatible with all types of residential use, would the current Plan decrease housing development in the vicinity ?

4. How will the increase in traffic from the Developments laid out in the Plan be mitigated on Park Avenue ? On West San Carlos Street ?
5. Study the impact on traffic circulation in and around the Plan Area from the proposed “road diet” to one vehicle lane in each direction on the Alameda between UPRR tracks and Race Street, as described in the plan “The Alameda: A Plan for the Beautiful Way”.
6. Hazardous Materials and Hazards: the Plan area contains many sites of former industrial uses with associated chemical spills, currently contained under asphalt or concrete capped surface parking lots. How will construction activities contain these hazards, prevent them from becoming airborne, and/or polluting the two nearby rivers and watersheds (Los Gatos Creek and Guadalupe River).
7. The Plan Area and immediately neighboring areas are underserved in terms of public Parkland. The Fire Training Center site has therefore for the past 20 years been identified in several Plans as a future park and connection to the Los Gatos Creek Trail. Now, with the DSAP development proposal of up to 2,500 new units, how does the City propose meeting the standard of 3.5 acres of park per 1,000 people set by the General Plan ?
8. The Parking study should include a study of the effect of decrease to the proposed 10,500-11,500 parking spaces in the Plan Area on parking supply for, and intrusion into surrounding neighborhoods
9. The Traffic Study should publish the underlying assumptions used for traffic analysis including e.g. on what percentage of patrons of the baseball and hockey stadiums will use public transit, will carpool, etc.
10. The Traffic Study should include the effect on Levels of Service at key intersections of concentrating of the parking supply into garages (e.g. the one North of the HP Pavilion) as opposed to a supply more spread out over the entire area as currently is the case.
11. How would residential streets such as Shasta Ave, Sunol St, etc. be protected from cut through traffic for ballgames or events ?
12. The traffic and parking studies should include the accumulative effects of the proposed single story “big box retail” use surrounded by surface parking in the South corner of the DSAP development.
13. How will noise levels be measured and mitigated ? The SPEIR should study the cumulative noise impact of among others High Speed Rail train operations (idling at the station as well as passing through, and various uses of the Baseball Stadium.

14. Address safety impacts both to airplanes and people and structures on the ground from the lack of One Engine Inoperable height restrictions that still not have been approved by City Council.
15. In the Notice of Preparation it is stated that the SPEIR will tier off the Strategy 2000 EIR – but in the scoping meeting the Envision 2040 General Plan EIR was mentioned. Which one is it ?! The latter has not yet been approved by City Council.
16. Will the design for the developments in the proposed Plan be compatible with the varied architectural styles in the surrounding neighborhoods ?
17. How will the development of the Plan Area affect the view of the hills surrounding San Jose from the surrounding neighborhoods ? Will the downtown skyline still be visible from the Cahill Park neighborhood ?
18. How would the 7-8-9 story buildings in the Plan Area affect wind patterns in the surrounding neighborhoods ?
19. How would the proposed developments have an affect on emergency services travel times to the surrounding neighborhoods ?
20. The DSAP does not contain any provision for a new school. What are the impacts on neighboring school districts and schools in order to meet the educational needs for the children and young adults living in the up to 2,500 units ?
21. What are the cumulative impacts on parking and traffic of simultaneous events at the HP Pavilion, the proposed baseball stadium, the Arena Green, as well as an occupancy (residential and office dwellers) of a fully built out Diridon Station Area Plan, both for day time and night time events ?
22. What are the expected impacts on the Guadalupe River Park, including the burrowing owl population ?
23. How will drainage of the proposed development plan impact the water quantity, water flow (both continuous as well as instantaneous high water events from a downpour), and water quality in the Guadalupe River and Los Gatos Creek ?
24. Will water collected at the proposed development sites be recycled ?
25. What are the impacts of the proposed tunneling in the area (BART, CHSRA) on the downtown flood protection measures ? On the water quality of nearby wells ?

26. What are the impacts of providing the extra electric energy needed for this significantly sized development in the DSAP, in terms of power lines, substation locations ?
27. What are the impacts on the riparian setbacks of the Los Gatos Creek Trail and the Guadalupe River ? How will the effect of increased illumination on this critical habitat be mitigated ? How will the effect of increased shading by the developments on this critical habitat be mitigated ?
28. What are the potential impacts on the current businesses and cultural venues in downtown San Jose, and other surrounding neighborhoods? Experience in other cities (documented in San Jose's own analysis of potential neighborhood impacts) is that developments like those contemplated in the Diridon Station Area Plan transfer economic activity, especially entertainment related activity, from an existing part of a city to the new development area. Will this happen here, and to what extent is there a potential that this development plan will lead to blight in other areas of the city?

We look forward to your response regarding the extension as well as the opportunity to have these and other community concerns addressed as we participate in the evaluation of this proposed plan.

Sincerely,

THE SHASTA/HANCHETT PARK NEIGHBORHOOD ASSOCIATION

A handwritten signature in purple ink, appearing to read 'Eloy Wouters', with a horizontal line underneath.

Eloy Wouters
Vice-president



Shasta/Hanchett Park Neighborhood Association

P.O. Box 28634 • San José, CA 95159 • info@shpna.org • www.shpna.org

November 10, 2011

City of San José
Department of Planning, Building, and Code Enforcement
Attention: John Davidson, Sr. Planner
200 East Santa Clara Street 3rd floor
San José, CA 95113

cc: Joe Horwedel, SJ Planning Director
Michael Brilliot, SJ Planning Dept.
Pierluigi Oliverio, SJ Councilmember, District 6
Sam Liccardo, SJ Councilmember, District 3

Re: Additional Scoping comments SPEIR DSAP -- File No. PP09-163

Dear Mr. Davidson:

I am writing in regards to the scope and content of the Subsequent Program Environmental Impact Report (SPEIR) for the Diridon Station Area Plan (DSAP).

I would like to thank the City, as Lead Agency, for their response to our letter of October 11, 2011 both in holding an additional Scoping Meeting for our community, as well as extending the comment period by 30 days. As could be judged from the high level of attendance and the many questions and comments of over two hours, this meeting was both very welcome and very much necessary.

We already submitted 28 comments in our previous letter, incorporated here by reference, and would like to capture some of the comments and suggestions heard at the community scoping meeting.

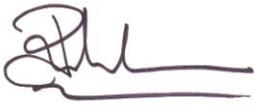
As an organization with a mission of protecting and advancing the interests of San José's Shasta/Hanchett Park, St. Leo's, Garden Alameda, Georgetown, Plant 51, and Cahill Park neighborhoods, we formally request the following content be included or is addressed in the Subsequent Program Environmental Impact Report for the Diridon Station Area Plan:

- 1 through 28. see our letter dated October 11, 2011
29. The Supplemental EIR for a Baseball Stadium included a detailed noise analysis. Due to the orientation of the baseball diamond, most of the noise contours were showing an Eastward directed asymmetry. However, the DSAP has the area East of the proposed Stadium build up with 7-8-9 story buildings that will reflect the sound back Westward, presumably with a slight delay as well. We therefore request an updated noise analysis to incorporate the reflections caused by the additional buildings per the DSAP.
30. We were told at two scoping meetings that the SPEIR for the DSAP would branch off of the recently adopted Envision 2040 EIR. In the Envision 2040 are laid out (1) goals in the Healthy San Jose sections as well as (2) improvement in the jobs housing balance. In this context, we request a review of the impact of having a traffic obstruction during evening rush hour (as shown in the S-EIR of the Baseball Stadium before events at the proposed Stadium) at several freeway segments around the Hwy 87/I-280 interchange, which are heavily used already by commuters between the City's job centers in North San Jose and the City's housing stock in among other places in the Almaden Valley section of San Jose. These Citywide impacts of the developments proposed in the DSAP need to be studied.
31. Regarding the connectivity of the trail system, in context of the Healthy San Jose sections of the Envision 2040 General Plan EIR as well as the goal to reduce Vehicle Miles Traveled. One of the nexus of the trail system occurs in the Diridon Station Area: the connection between the Los Gatos Creek Trail and the Guadalupe River Trail. Also the Master Plan for Reach 5 of the Los Gatos Creek Trail, as well as the Autumn Street Extension EIR converge in the area just South of the proposed Baseball Stadium where the Los Gatos Creek Trail is contained in a culvert. To improve traffic safety for trail users it is critical that they will be able to stay along the creek and not be diverted to the street level and associated at grade crossings with the heavy traffic forecast in the Stadium S-EIR. We request a study of the impact on bicycle and pedestrian traffic safety of not removing the culvert and therefore having an on-street section of the Los Gatos Creek Trail.

We look forward to your response to these and previous comments on the scope of the SPEIR, and the opportunity to continue participating in the evaluation of this proposed plan. We would appreciate receiving timely notifications and Notices of Availability.

Sincerely,

THE SHASTA/HANCHETT PARK NEIGHBORHOOD ASSOCIATION

A handwritten signature in dark ink, appearing to read 'Eloy Wouters', with a long horizontal flourish extending to the right.

Eloy Wouters
Vice-president