

Comment Letters Received on the Initial Study

Copies of the submitted written comment letters can be found in Appendix B

Comment Letter From

Date

Individuals:

A.	Patrick Pizzo	April 30, 2017
B.	Patrick Pizzo	May 10, 2017
C.	Patrick Pizzo	May 11, 2017

Organizations:

D.	Santa Clara County Parks	May 1, 2017
E.	Santa Clara Valley Transportation Authority	May 30, 2017
F.	California Department of Transportation	May 31, 2017

A. RESPONSES TO COMMENTS FROM PATRICK PIZZO, DATED APRIL 30, 2017:

COMMENT A-1: I am just beginning my review of the Guadalupe River Master Plan. I will submit a full review. However, I have to make one, I would think, obvious comment: where is the mitigation for the concomitant increase in the transient population the greater trail interconnectivity will certainly promote?

We have some of the best weather in the world here in the South Bay, with usually mild winters and warm, sunny conditions the rest of the year. This City is converting, what were seasonal waterways (creeks, streams and rivers), dry excepting three months of the year, to full- time, running waterways. This is to support habitat for Steelhead trout and coho salmon: and I am all for it. But, with this running water, and with trail interconnectivity, we have made it possible for people to live comfortably and conveniently in these riparian zones. You don't have to travel but one mile anywhere in the City to see temporary shelters of one type or another along our freeways and in our creeks and rivers. You must recognize this consequence in the Mitigated Negative Declaration, and you don't.

I live in Oak Canyon, near the SCVWD Properties, the Capitancillos Meadow. We have had increased crime in our area, and most of the homes hit are in direct line of site from the Guadalupe Creek and Capitancillos Meadow. There are many 'homeless or transient' camps in our area, especially after the receding of the recent floods. When the City 'removes' these transient dwellings and belongings, they give advanced notice, the effected people place their belongings in the grassy meadow, the HAZ MAT people and police come in and remove the belongings, and within 24 to 48 hours, the encampment is re-established.

With interconnectivity of trails, yes people can recreate and get to and from work on their bikes. But this mobility, community to community, shopping center to shopping center is available to anyone, and it makes transient living in our waterways and along freeways more readily available to all. There is a creek-culture out there, guys on bikes, wearing backpacks, using their cell phones and they are highly active, especially after dark. Check out the intersection of Blossom Hill and the Almaden Expressway or Almaden Expressway and Cherry almost any evening.

These activities in our creeks and streams are greatly effected [*sic*] by trail interconnectivity. You have to include a mitigation in the report for this eventuality. It will cost the City for services associated with what is commonly termed "The Homeless" Situation. If our transient population is now between 4,000 to 4,500 people, it is bound to increase as our trail network is expanded.

I fully support our trail system in the City of San Jose. But the City must recognize all negative consequences. Allowing transient living all along our transportation and riparian corridors without any meaningful intervention is screwy! When I drive along 85 and view all the temporary quarters and trash along the highway it makes me frustrated. When I see them day after day for more than a month, it makes me angry. If the people driving the Highway would stop their cars and defecate when the need arose, would the City tolerate that? Please, don't ignore the fact that you are increasing the habitat for transients along our riparian corridor, and take into account a reasonable estimate of the costs and consequences to City Services.

RESPONSE A-1: This comment is acknowledged and will be considered by the decision makers. Trails are utilized in San José by all residents. Use by a specific population is not an impact under CEQA and mitigation is not required.

B. RESPONSES TO COMMENTS FROM PATRICK PIZZO, DATED MAY 10, 2017:

COMMENT B-1: The Crosswalk at Malone is a high-traffic area. The City better do a traffic analysis, direct measurements, at that location before settling on how the crossing would work.

RESPONSE B-1: The proposed project is the implementation of a Master Plan for the Guadalupe River Trail. As engineered plans for each reach of the proposed trail are designed, future studies including traffic studies would be required to ensure the safety of trail users and vehicles at this intersection. This comment is acknowledged and will be considered by the decision makers. Since the commenter has provided no specific comment related to the environmental analysis in the Initial Study/Mitigated Negative Declaration, no further response is required.

COMMENT B-2: Curtner too is high-traffic and this is directly interactive with what goes on at Malone. There is a corridor where people heading west on Curtner turn right (go north) on Almaden Road to get to Malone, to filter into the Willow Glen area. Likewise, Bird, to Malone, to Curtner is a major corridor during the rush hours, with people making a left-turn (head west) on Curtner from the Almaden Road. The timing of lights is already a major issue at these two chocking points; and further traffic (i.e., bicycle commuters as example, and walkers) will exasperate the situation. The City needs to carefully observe conditions at these two intersections (Malone at Almaden and Almaden at Curtner) before making a final determination on the trail and on crossing conditions.

RESPONSE B-2: The proposed project is the implementation of a Master Plan for the Guadalupe River Trail. As engineered plans for each reach of the proposed trail are prepared, future studies including traffic studies would be required to ensure the safety of trail users and vehicles on Curtner Avenue, Almaden Expressway, and Malone Road. This comment is acknowledged and will be considered by the decision makers.

COMMENT B-3: Detail the underpass for South Bound Almaden Expressway near the Super Taqueria! That should be interested [*sic*]. Would this be an all weather, flood or no-flood access of some sort? Very busy intersection!

RESPONSE B-3: The proposed project is the implementation of a Master Plan for the Guadalupe River Trail. Detailed engineered drawings have not been prepared; however, flood conditions of the Guadalupe River will be taken into account. In the event that water

elevations reach flood levels, access to the trail in flooded sections would be prohibited. As described in *Section 4.9.2.1 Hydrology and Water Quality* of the Initial Study, the project area is not in an area subject to flash flooding, and would therefore not expose people to a significant risk involving flooding. The comment is acknowledged and will be considered by the decision makers.

COMMENT B-4: That "crossing bridge" at Koch Lane, across the Almaden Expressway... huh?! What for? How will people get across that double Freeway? This sounds like a bad idea to me.

"This would require some signal modification and restriping of the intersection of Almaden Expressway and Koch Lane."

This is going to go over like a pregnant poll-vaulter with commuters on Almaden Expressway. Why not have a bicycle lane as one of the current lanes of the northbound Almaden Expressway? This would be equally well-received. I am being facetious here, but this is going to be one, big sticking point. It is a bad idea. Just rely on people getting on at the end of the Almaden Road/Expressway intersection and/or at Foxworthy.

RESPONSE B-4: This comment is acknowledged and will be considered by the decision makers. The proposed project is the implementation of a Master Plan for the Guadalupe River Trail. As engineered plans for each reach of the proposed trail are prepared, future studies including traffic studies would be required to ensure the safety of trail users and vehicles at the intersection of Koch Lane and Almaden Expressway. Since the commenter has provided no specific comment related to the environmental analysis in the Initial Study/Mitigated Negative Declaration, no further response is required.

COMMENT B-5: "Conditions under Capital Expressway, Bridge" need more detail on this one! Not used in times of high-water?

RESPONSE B-5: Based on the nature of the comment, it is inferred that the comment is referencing trail access during flooding events. Trail access would be restricted based on river conditions and safety of trail users, as described in *Section 4.9 Hydrology and Water Quality* of the Initial Study/Mitigated Negative Declaration. Since the commenter has provided no specific comment related to the environmental analysis in the Initial Study/Mitigated Negative Declaration, no further response is required.

COMMENT B-6: The Trail alignment through the proposed Flood Control Area near Thousand Oak Park... a problem! Seems like you will have better chances on the west-side of the Guadalupe here, but then there will be two more crossings! Very complicated, flood control or not. Explore crossing over at Hillsdale to the west-side of the Guadalupe; and then crossing back to the east-side of the Guadalupe just west of Thousand Oaks Park.

RESPONSE B-6: The proposed trail is planned for construction on the east side of the river near Thousand Oaks Park due to restrictions from implementation of the future SCVWD/USACE flood control improvement project and private property rights. This comment is noted and will be considered by the decision makers. Since the commenter has provided no specific comment related to the environmental analysis in the Initial Study/Mitigated Negative Declaration, no further response is required.

COMMENT B-7: "... would include mitigation for the loss of riparian habitat and pre-construction surveys. These measures would be included in the project. The proposed project is located within the study area of the Santa Clara Valley Habitat Agency's Habitat Plan (SCVHP).

The project is being carried out by the City of San José, who is a co-permittee to the SCVHP. The project is, therefore, considered a covered activity under the SCVHP. As a result, the project would be subject to the conditions and fees of the SCVHP, which will be calculated prior to any ground disturbance activities."

The problem with this 'mitigation' program is that it creates a problem over here, and then mitigates over there! There is no effective mitigation of the Guadalupe River Riparian Corridor as understory is not considered in the mitigation. Non-native species abound all along the Creek and River.

RESPONSE B-7: This comment is acknowledged and will be considered by the decision makers. The project would implement Mitigation Measures BIO-1.1, -1.2, and -3.2 for compliance with the Santa Clara Valley Habitat Plan (SCVHP) Project Conditions 3 and 4 and payment of riparian habitat impact fees. Compliance with Conditions 3 and 4 would ensure project implementation of Best Management Practices during all phases of construction including staging. Payment of respective fees would be used by SCVHP to provide compensatory mitigation for permanent impacts from project implementation. The proposed project's compliance to these conditions and payment of fees would reduce the project's impacts to water quality and aquatic species to a less than significant level (see *Section 4.4.4.1*).

COMMENT B-8: Additionally, we have a burgeoning transient population along our rivers and streams and this is due, significantly, to the year-around flow of water in our creeks and streams in the effort to make suitable habitat for Coho Salmon and Steelhead Trout. Water availability through percolation ponds and our creeks and streams encourages and attracts transients. When you combine this with the policy of this City of accepting unlawful and unhealthy conditions with no consequence (or very weak consequence like 30 day prior notice, hazardous waste teams, fire and police), the transient problem will increase over time. Now, you interconnect the trails, with the same PC policy toward transient existence, and you make even a sweeter situation: they have ready mobility. It is argued that having people on the trails for recreational and transportation will be unacceptable to the transients and they will soon disappear. Well, we have more trails open than we ever had before and has the transient population dramatically decreased? Show me the data!

RESPONSE B-8: Please refer to **Response A-1**. This comment is acknowledged and will be considered by the decision makers. Since the commenter has provided no specific comment related to the CEQA environmental analysis in the Initial Study/Mitigated Negative Declaration, no further response is required.

COMMENT B-9: The creation of interconnecting trails for transportation and recreation, without a plan to maintain secure, safe and healthy conditions for users is doomed. Expanded City services are needed, and the need be expanded, to deal with these security, safety and health conditions. Where is that addressed in this report?

RESPONSE B-9: All trails would be constructed and maintained consistent with existing City policies, included those related to trail safety. This comment is acknowledged and will be considered by the decision makers. Since the commenter has provided no specific comment related to the environmental analysis in the Initial Study/Mitigated Negative Declaration, no further response is required.

C. RESPONSES TO COMMENTS FROM PATRICK PIZZO, DATED MAY 11, 2017:

COMMENT C-1: I know this sounds like something not applicable to the Guadalupe River Trail Proposal, but open the attached 1972-relevant .pdf. The first part of this attachment is NOT about

Almaden Meadows Park, but about a parcel where Lincoln and Almaden/Expressway, come together. The part about the bicycle crossing is pertinent, or at least of interest?

RESPONSE C-1: The referenced document (refer to Appendix A) is a San José City Council Memo from 1972 related to surplus City property at Almaden Expressway and Lincoln Avenue. It is unclear where this parcel may have been. Koch Lane is located near the intersection of Lincoln Avenue and Almaden Expressway. Design specific plans have not yet been proposed; however, pedestrian and bicyclist safety will be taken into account for any improvements near the Koch Lane/Lincoln Avenue/Almaden Expressway intersection. The comment is acknowledged and will be considered by the decision makers.

D. RESPONSES TO COMMENTS FROM SANTA CLARA COUNTY PARKS, DATED MAY 1, 2017:

COMMENT D-1: I have reviewed the Mitigated Negative Declaration and find that all County Parks' concerns are addressed. We look forward to having this trail added to the network!

RESPONSE D-1: This comment is acknowledged and will be considered by the decision makers. Since the commenter has provided no specific comment related to the environmental analysis in the Initial Study/Mitigated Negative Declaration, no further response is required.

E. RESPONSES TO COMMENTS FROM SANTA CLARA VALLEY TRANSPORTATION AUTHORITY, DATED MAY 30, 2017

COMMENT E-1: Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Initial Study for a 4.9-mile section of trail to provide a continuous trail connection of the Guadalupe River Trail from McLellan Avenue to Chynoweth Avenue. We have the following comments.

Guadalupe River Trail Master Plan - Overall

The Santa Clara County Bicycle Plan (2008) identifies the Guadalupe River Trail as a Cross County Bicycle Corridor (T-S3 - Guadalupe River Trail in Alviso to Los Alamitos Calero Creek Trail). VTA supports the completion of the 4.9 mile gap in the Guadalupe River Trail between McClellan Avenue and Chynoweth Avenue. The existing sections of the Guadalupe River Trail see very high use, and people use the trail not just for recreation but for shopping, commuting, and accessing transit. Completing the trail will further improve people's abilities to walk and bike to transit, shopping, and employment.

RESPONSE E-1: This comment is acknowledged and will be considered by the decision makers. Since the commenter has provided no specific comment related to the environmental analysis in the Initial Study/Mitigated Negative Declaration, no further response is required.

COMMENT E-2: VTA has the following specific comments based on our review of the Initial Study/Mitigated Negative Declaration:

Trail/Road Network Interface

The trail alignment provides access to the road network at several locations, and recommends constructing crosswalks at Willow Street, Alma Avenue, Willow Glen Way, Malone Drive, and Curtner Avenue. The document references a Department of Transportation project that would modify and traffic calm the intersection of Northern Road and Willow Glen Way (pg 17) and references "a trail node constructed for enhanced pedestrian safety" at southbound Almaden Expressway (pg 19). Other than this, there is little discussion of roadway modifications to improve the safety and convenience of the interface between the trail network and the roadway network. We recommend that the City review all locations where trail users interface with roadways and identify

specific improvements that can assist trail users in accessing the trail and crossing streets safely and conveniently. Particular attention should be paid to the needs of bicyclists, who may need new curb ramps or larger waiting areas at corners, and at locations where students, seniors, or people with disabilities may be accessing the trail in large numbers. We encourage the City to schedule roadway improvements so that they are in place when the trail is opened to the public.

RESPONSE E-2: The proposed project is the implementation of the Master Plan for the proposed Guadalupe River Trail. As designs for each reach of the trail are finalized, more detail will be provided in engineer drawings that include improvements to roadways for bicyclist safety, etc. Improvements will be constructed in a coordinated manner to facilitate trail user safety. This comment is acknowledged and will be considered by the decision makers. Since the commenter has provided no specific comment related to the environmental analysis in the Initial Study/Mitigated Negative Declaration, no further response is required.

COMMENT E-3: W Alma Avenue Bridge

The Lelong loop directs trail users to use the Alma Avenue Bridge over the Guadalupe River Trail. This bridge is identified as a substandard Across Barrier Connection in the 2008 Countywide Bicycle Plan. The bridge does not have shoulders for bicyclists. While sidewalks are provided on both sides of the bridge, they do not meet minimum path width of 8 feet. We recommend that the City provide improved access for trail users over the Alma Avenue Bridge. Possibilities include widening sidewalks or reallocating roadway space along Alma Avenue to provide bicycle lanes.

RESPONSE E-3: The proposed project would utilize the future bridge over the flood control improvements and widened sidewalks to be constructed as part of the SCVWD/USACE project. Improvements in this reach will be constructed in a coordinated manner to facilitate trail user safety. This comment is acknowledged and will be considered by the decision makers.

COMMENT E-4: Connection to Tamien Station

The trail travels along the west side of Lelong Street, passing the Tamien Light Rail and Caltrain Station. With the proposed trail alignment, people wishing to travel between Tamien Station and the Guadalupe River Trail must cross Lelong at Alma Avenue (500 feet south) or Willow Street (1,700 feet north). We recommend the City provide direct access between the trail and Tamien Station by providing a trail crossing of Lelong Street north of Alma Avenue. VTA is planning to construct a parking structure in the surface lot east of Lelong Street. VTA requests a meeting with the City to discuss appropriate placement of a trail crossing in relationship to the planned parking structure.

RESPONSE E-4: The City will consult with VTA regarding trail placement on Lelong Street once specific design alterations are prepared. The comment is acknowledged and will be considered by the decision makers. As the nature of the comment does not relate to CEQA or to the conclusions of the Initial Study/Mitigated Negative Declaration, no further response is required.

F. RESPONSES TO COMMENTS FROM CALIFORNIA DEPARTMENT OF TRANSPORTATION – DISTRICT 4, DATED MAY 31, 2017

COMMENT F-1: Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Caltrans new mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). Caltrans Strategic Management Plan aims to reduce vehicle miles traveled (VMT) by tripling bicycle and doubling both

pedestrian and transit travel by 2020. Our comments are based on the Mitigated Negative Declaration (MND).

Project Understanding

The proposed regional trail alignment project is located adjacent to SR 87 on the east side along the north end of the trail alignment, approximately 4.9 miles from Virginia Street south of Downtown San Jose, crossing under SR 87 at Willow Street, then south along the Guadalupe River and crossing under SR 85 near the southern terminus at Gleman Road. The purpose of the project's Master Plan is to identify a continuous Class I trail alignment that minimizes environmental impacts, provides trail design guidelines and features, and sets for implementation measures for trail and park-like amenity development.

Development of the trail project would permit the City of San Jose (City) to extend the existing National Recreation Trail designation further along the Guadalupe River Trail system. The majority of the trail would consist of 16-foot wide trail sections (composed of a 12-foot wide Class I paved trail, with a 2-foot compacted base rock shoulders). Physically constrained portions would be narrowed to a 10-foot wide paved trail without shoulders, and portions of the trail below the 10-year flood water elevation (primarily at road undercrossings) would also lack shoulders. These more narrow sections exceed the minimum 8-foot standard width for Class I trails. The proposed Master Plan includes on-street trail alignments.

In addition to the trail and trail gateways, the Master Plan for the trail proposes small plaza areas. To facilitate trail connection, the Master Plan includes the construction of a pedestrian overcrossing at Willow Street, referred to as the "Willow Calle Bridge". Additionally, the Guadalupe River Trail system would require bridge spans at points along the trail to ensure continuity and connectivity.

As the lead agency, the City is responsible for all project mitigation, including any needed improvements to the STN and for VMT reduction. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

RESPONSE F-1: The commenter accurately describes the scope of the proposed project. The proposed project is the construction of a Class I Trail for recreational and commuting purposes. The project would not affect any Caltrans facilities such that fair share contributions are needed for any impacts. A Mitigation Monitoring and Reporting Program (MMRP) will be prepared for the project according to the requirements of CEQA. As the comment does not pertain to the conclusions of the Initial Study/Mitigated Negative Declaration, no further response is required.

COMMENT F-2: *Vehicle Trip Reduction*

To reduce VMT the project should consider decreased headway times and improved way-finding on bus lines by working with the Santa Clara Valley Transportation Authority (VTA) to provide a better connection between the project and nearby transit services, especially the Diridon Station, and regional destinations. These smart growth approaches are consistent with the MTC's RTP/SCS goals and would meet Caltrans Strategic Management Plan, encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on SR 87, SR 85, and other nearby State facilities.

RESPONSE F-2: The proposed project is the construction of the remaining 4.9 miles of the Guadalupe River Trail for bicycle and pedestrian use. The intent of the project is to provide residents with a pedestrian/bicyclist network that would facilitate connections to nearby transit services and other amenities, thereby potentially reducing vehicle trips. This comment

is acknowledged and will be considered by the decision makers. Since the commenter has provided no specific comment related to the environmental analysis in the Initial Study/Mitigated Negative Declaration, no further response is required.

COMMENT F-3: *Design*

Caltrans recommends the City consider a trail spur or extension directly connecting the Guadalupe River Trail to the Tamien Station.

RESPONSE F-3: The proposed trail alignment on Lelong Street, parallel to the Tamien Station parking lot, would be separated by a fence from vehicular traffic on Lelong Street. Existing sidewalks on West Alma Avenue provide pedestrian connection to the Tamien Station parking lot via an unsignalized crossing at Lelong Street. At this time, direct pedestrian and bicyclist connections to the Tamien Station parking lot are not proposed with the project, however, the future trail alignment would intersect with the existing sidewalks on West Alma Avenue which would allow trail users to connect with the parking lot. This comment is acknowledged and will be considered by the decision makers. Since the commenter has provided no specific comment related to the environmental analysis in the Initial Study/Mitigated Negative Declaration, no further response is required.

COMMENT F-4: *Cultural Resources*

The Draft Initial Study does not present any information to address Checklist Item E in Section 4.5.3 (page 87). Pursuant to the California Environmental Quality Act (CEQA) and Assembly Bill (AB) 52, Caltrans recommends that the City conduct Native American consultation with tribes, groups, and individuals who are interested in the project area and may have knowledge of Tribal Cultural Resources, Traditional Cultural Properties, or other sacred sites. As noted in Section 4.5, the project area is extremely sensitive for both archaeological resources and built resources.

RESPONSE F-4: Tribal contacts, provided by the California Native American Heritage Commission, were notified at the start of the 30-day IS/MND public circulation period via email. Additionally, once project design has been completed and the trail location determined, the City will consult with the Native American Heritage Commission. Changes to the text have been incorporated into the Initial Study (refer to *Revisions to the Text of the Initial Study*, below).

COMMENT F-5: If an encroachment permit is needed for any work within Caltrans right-of-way (ROW), Caltrans may require project specific cultural resource technical studies be prepared in compliance with CEQA, Public Resources Code (PRC) 5024, and the Caltrans Standard Environmental Reference (SER) Chapter 2 (<http://www.dot.ca.gov/ser/vol2/vol2.htm>). Should ground-disturbing activities take place within Caltrans ROW and there is an inadvertent archaeological or burial discovery, in compliance with CEQA, PRC 5024.5, and the SER, all construction within 60 feet of the find shall cease and the Caltrans District 4 Office of Cultural Resource Studies (OCRS) shall be immediately contacted at (510) 622-1673.

RESPONSE F-5: The commenter's concerns are addressed in Mitigation Measures CUL-1.1 – 1.4. These mitigation measures address standard measures included in the project in the event that previously unknown buried cultural deposits are found during project construction. Specifically, Mitigation Measure CUL-1.1 requires the completion of subsurface testing by designated qualified archaeologist during initial bridge and pedestrian overcrossing foundation excavation. Mitigation Measure CUL-1.2 outlines if prehistoric, historic or paleontological resources are encountered on-site all activities within a 100-foot radius shall be stopped and Mitigation Measure CUL-1.3 outlines if human remains are discovered on-

site all activities within a 50-foot radius shall be stopped. Finally, Mitigation Measure CUL-1.1 requires the implementation of a treatment plan, if required, prior to the start of any ground disturbing activities.

COMMENT F-6: *Traffic Control Plan*

A Caltrans-approved Traffic Control Plan (TCP) is required to avoid project-related impacts to the STN, if it is anticipated that vehicular, bicycle, and pedestrian traffic will be impacted during the construction of the proposed project requiring traffic restrictions and detours. The TCP must also comply with the requirements of corresponding jurisdictions.

In addition, pedestrian access through the construction zone must be in accordance with the Americans with Disabilities Act (ADA) regulations (see Caltrans Temporary Pedestrian Facilities Handbook for maintaining pedestrian access and meeting ADA requirements during construction at: www.dot.ca.gov/hq/construc/safety/Temporary_Pedestrian_Facilities_Handbook.pdf) (see also Caltrans Traffic Operations Policy Directive 11-01 "Accommodating Bicyclists in Temporary Traffic Control Zones" at: www.dot.ca.gov/trafficops/policy/11-01.pdf). All curb ramps and pedestrian facilities located within the limits of the project are required to be brought up to current ADA standards as part of this project.

For further TCP assistance, please contact the Caltrans District 4 Office of Traffic Management Operations at (510) 286-4579. Further transportation management information is available at the following website: www.dot.ca.gov/hq/traffops/trafrngmt/tmp_Ics/index.htm.

RESPONSE F-6: Construction is not anticipated to affect any Caltrans facilities. Per City requirements, the project would be required to implement a traffic control plan during construction to ensure nearby roadways and pedestrian and bicycle facilities remain operational. The project will be required to comply with ADA requirements for pedestrian facilities during and after construction.

COMMENT F-7: *Bridges, Trestles, Culverts and Other Structures in Riparian Environments*
Some project level activities may affect riparian flow patterns upstream of bridges, trestles, culverts or other structures for which Caltrans holds responsibility. Please ensure your project level environmental documents include hydrological studies to determine whether such impacts will occur, and to identify appropriate mitigation measures.

RESPONSE F-7: As described in *Section 4.9 Hydrology and Water Quality*, the project does not include any modifications to the bed or banks of the creeks and therefore would not affect riparian flow patterns. Hydrologic evaluations will be prepared at locations where the project has the potential to affect flood flows once engineered plans are prepared.

COMMENT F-8: *Habitat Restoration and Management*

Project level activities related to habitat restoration and management should be done in coordination with local and regional Habitat Conservation Plans, and with Caltrans where our programs share stewardship responsibilities for habitats, species and/or migration routes.

RESPONSE F-8: As discussed in *Section 4.4 Biological Resources*, the project would comply with the Santa Clara Valley Habitat Plan requirements through payment of fees and adherence to applicable Conditions of the Plan. Such Conditions include payment of fees that would help share the stewardship responsibilities for habitats, species, and/or migration routes.

COMMENT F-9: *Encroachment Permit*

Please be advised that any ingress-egress, work (e.g., construction, vegetation management, drainage improvement, etc.), staging, storage, or traffic control that is conducted within or adjacent to or encroaches upon the State ROW requires an encroachment permit that is issued by Caltrans. Where construction related traffic restrictions and detours affect the STN, a Transportation Management Plan (TMP) or construction Transportation Impact Analysis (TIA) may be required. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process.

To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW as well as any applicable specifications, calculations, maps, etc. must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation , District 4, P.O. Box 23660, Oakland, CA 94623-0660. It is important to note that, in order to uphold the Caltrans statutory responsibility to protect the safety of the traveling public, if this information is not adequately provided, then a permit will not be issued for said encroachments. See the following website for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

RESPONSE F-9: The proposed project is the implementation of the Master Plan for the Guadalupe River Trail. As design plans for each reach of the proposed trail are finalized, the extent of work (i.e. construction, vegetation management, drainage improvement, etc.) will be determined and the project would comply with State ROW requirements, including preparation of an encroachment permit, if necessary. This comment is acknowledged and will be considered by the decision makers. Since the commenter has provided no specific comment related to the environmental analysis in the Initial Study/Mitigated Negative Declaration, no further response is required.

Revisions to the Text of the Initial Study

The following section contains text revisions to the *Guadalupe River Trail Master Plan Initial Study*, dated April 2017.

Underlining depicts text added, while ~~strikeouts~~ depict text deleted

Page 85: **REVISE** *Section 4.5.1, Cultural Resources Existing Setting*, as shown.

Assembly Bill 52- Tribal Cultural Resources

A tribal cultural resource can be a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe. It also must be either on or eligible for the California Historic Register, a local historic register, or the lead agency, at its discretion, chooses to treat the resource as a tribal cultural resource. Assembly Bill 52 (AB 52), which is an amendment to the Public Resources Code, requires lead agencies to participate in formal consultations with California Native American tribes during the CEQA process, if requested by any tribe, to identify tribal cultural resources that may be subject to significant impacts by a project. Where a project may have a significant impact on a tribal cultural resource, the Lead Agency's environmental document must discuss the impact and whether feasible alternatives or mitigation measures could avoid or substantially lessen the impact. Consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or when it is concluded that mutual agreement cannot be reached.

Page 88: **REVISE** *Section 4.5.3.2*

No tribes have requested notice of projects within the geographic area of the project site from the City of San José under AB 52. No known tribal cultural resources are located in the project site. For these reasons, the project would not impact tribal cultural resources. **(Less Than Significant Impact)**

APPENDIX A

San José City Council Memo (1972)

Comment C-1

Patrick Pizzo, dated May 11, 2017

CITY OF SAN JOSE -- MEMORANDUM

TO CITY COUNCIL

FROM Franklin D. Knofler

SUBJECT Recommendation for disposition of surplus
City property at Almaden and Lincoln

DATE July 26, 1972

44

APPROVED

DATE

56

BACKGROUND

At the June 26 meeting of the City Council, the Property Manager reported that an offer of \$25,000 per acre had been received for three acres of land which are surplus to City needs. A number of residents of the neighborhood petitioned the Council to retain the land for some municipal purpose. The Council directed the Administration to study the feasibility of utilizing this site for park or bike pathway purposes.

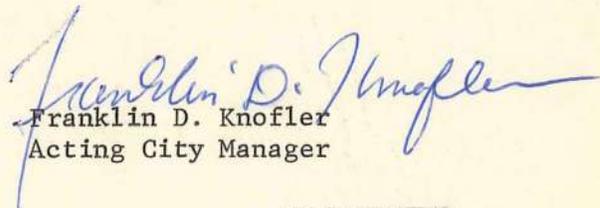
ANALYSIS

The subject property was acquired from gas tax funds and, therefore, the gas tax fund would have to be reimbursed if the land is used for other than street purposes. The \$75,000 required for this reimbursement is not available at this time. The Department of Parks and Recreation further reports that this is not a highly desirable location for a neighborhood park and that if the \$75,000 were available, it would be better used for acquisition of some other site.

Attached is a report from the Bicycle Task Force which in essence finds that this parcel could be used but is not required for the Bicycle Demonstration Route. The report also speaks to the solution of the pedestrian crossing problem in this area which will not require the use of this property. A report from the Property Manager explains the impracticality of purchasing acres to enhance the market value of this parcel, which had been previously explored.

RECOMMENDATION

In view of the above factor, it is requested that the Council authorize the setting of a public auction for this three-acre parcel. The representative of the area residents has been consulted and advised of the contents of this report.


Franklin D. Knofler
Acting City Manager

PRESENTED
TO THE CITY COUNCIL ON

JUL 31 1972

CITY CLERK
CITY OF SAN JOSE

FDK:WAL:vt
Attachment

CITY OF SAN JOSE -- MEMORANDUM

TO Franklin D. Knofler
Acting City Manager
SUBJECT Almaden Meadows Park Site Dedication

FROM Sanford Getreu
Director of Planning
DATE July 24, 1972

APPROVED

Franklin D. Knofler

DATE

7/27/72

8/21

BACKGROUND

On June 20, 1972, Mackay & Soms, Civil Engineers filed a Low Density Cluster Permit for 60.5 acres on the north side of future Camden Avenue and both sides of future Meridian Avenue.

The subject cluster permit provides the dedication of 6.7 acres to the City of San Jose for a public park. The remaining 53.7 acres would be developed with 237 single family houses.

Pursuant to Section 9107.26 of the San Jose Municipal Code, the City Council must approve the acceptance of the subject 6.7 acre park site.

ANALYSIS

The subject 6.7 acre park site lies on the side of a hill overlooking the Almaden Valley. The site is enriched with the presence of large rock outcroppings and several mature trees. These 6.7 acres would be the first phase of the development of a 12 acre scenic park. The future expansion would occur to the south.

The Director of Planning and the Director of Parks & Recreation have reviewed the proposed park site and concur that the park site would be an important addition to the scenic park system.

The park site improvement would consist of weed abatement, installation of trails, picnic tables and trash containers. The City of San Jose would also assume the responsibility for the improvement of Meridian Avenue to one half of its 90' standard for 620'. The estimated cost of the above street improvements would be \$27,900.

RECOMMENDATION

The Director of Planning and the Director of Parks & Recreation jointly recommend the acceptance of the proposed park site and that the City assume the responsibility for improving one half of Meridian Avenue fronting along the site.

PRESENTED
TO THE CITY COUNCIL ON

JUL 31 1972

CITY CLERK

CITY OF SAN JOSE

SG:JL:eo

Sanford Getreu

Sanford Getreu
Director of Planning

R. M. Carlson

48 A

APPENDIX B

Comment Letters

From: Patrick Pizzo [mailto:patrick.pizzo@sjsu.edu]
Sent: Monday, May 01, 2017 11:19 AM
To: Pham, Kieulan <kieulan.pham@sanjoseca.gov>
Cc: Mathur, Krinjal <krinjal.mathur@sanjoseca.gov>
Subject: Re: Guadalupe River Trail Master Plan

On May 1, 2017, at 9:42 AM, Pham, Kieulan wrote:

Hello Mr. Patrick Pizzo,

Please send your comments to the Environmental Project Manager (EPM) listed on the Notice and/or the project information page. The EPM's contact information is below as well.

Environmental Project Manager
Krinjal Mathur
(408) 535-7874
krinjal.mathur@sanjoseca.gov

Thank you,

Kieulan Pham

Planner - Environmental Division
Planning, Building and Code Enforcement
City of San Jose | 200 East Santa Clara Street
San Jose, CA 95113

From: Patrick Pizzo <patrick.pizzo@sjsu.edu>
Sent: Sunday, April 30, 2017 9:39 PM
To: Pham, Kieulan
Subject: Guadalupe River Trail Master Plan

I am just beginning my review of the Guadalupe River Master Plan. I will submit a full review. However, I have to make one, I would think, obvious comment: where is the mitigation for the concomitant increase in the transient population the greater trail interconnectivity will certainly promote?

We have some of the best weather in the world here in the South Bay, with usually mild winters and warm, sunny conditions the rest of the year. This City is converting, what were seasonal waterways (creeks, streams and rivers), dry excepting three months of the year, to full-time, running waterways. This is to support habitat for Steelhead trout and coho salmon: and I am all for it. But, with this running water, and with trail interconnectivity, we have made it possible for people to live comfortably and conveniently in these riparian zones. You don't have to travel but one mile anywhere in the City to see temporary shelters of one type or another along our freeways and in our creeks and rivers. You must recognize this consequence in the Mitigated Negative Declaration, and you don't.

I live in Oak Canyon, near the SCVWD Properties, the Capitancillos Meadow. We have had increased crime in our area, and most of the homes hit are in direct line of site from the Guadalupe Creek and Capitancillos Meadow. There are many 'homeless or transient' camps in our area, especially after the receding of the recent floods. When the City 'removes' these transient dwellings and belongings, they give advanced notice, the effected people place their belongings in the grassy meadow, the HAZ MAT people and police come in and remove the belongings, and within 24 to 48 hours, the encampment is re-established.

With interconnectivity of trails, yes people can recreate and get to and from work on their bikes. But this mobility, community to community, shopping center to shopping center is available to anyone, and it makes transient living in our waterways and along freeways more readily available to all. There is a creek-culture out there, guys on bikes, wearing backpacks, using their cell phones and they are highly active, especially after dark. Check out the intersection of Blossom Hill and the Almaden Expressway or Almaden Expressway and Cherry almost any evening.

These activities in our creeks and streams are greatly effected by trail interconnectivity. You have to include a mitigation in the report for this eventuality. It will cost the City for services associated with what is commonly termed "The Homeless" Situation. If our transient population is now between 4,000 to 4,500 people, it is bound to increase as our trail network is expanded.

I fully support our trail system in the City of San Jose. But the City must recognize all negative consequences. Allowing transient living all along our transportation and riparian corridors without any meaningful intervention is screwy! When I drive along 85 and view all the temporary quarters and trash along the highway it makes me frustrated. When I see them day after day for more than a month, it makes me angry. If the people driving the Highway would stop their cars and defecate when the need arose, would the City tolerate that? Please, don't ignore the fact that you are increasing the habitat for transients along our riparian corridor, and take into account a reasonable estimate of the costs and consequences to City Services.

From: Patrick Pizzo [mailto:patrick.pizzo@sjsu.edu]
Sent: Wednesday, May 10, 2017 6:00 PM
To: Mathur, Krinjal <krinjal.mathur@sanjoseca.gov>
Cc: District 10 <District10@sanjoseca.gov>
Subject: Comments on the Guadalupe River Trail Master Plan

Guadalupe River Trail Master Plan

File No. PP17-027

Please submit the following comments into the written record.

The Crosswalk at Malone is a high-traffic area. The City better do a traffic analysis, direct measurements, at that location before settling on how the crossing would work.

Curtner too is high-traffic and this is directly interactive with what goes on at Malone. There is a corridor where people heading west on Curtner turn right (go north) on Almaden Road to get to Malone, to filter into the Willow Glen area. Likewise, Bird, to Malone, to Curtner is a major corridor during the rush hours, with people making a left-turn (head west) on Curtner from the Almaden Road. The timing of lights is already a major issue at these two chocking points; and further traffic (ie, bicycle commuters as example, and walkers) will exasperate the situation. The City needs to carefully observe conditions at these two intersections (Malone at Almaden and Almaden at Curtner) before making a final determination on the trail and on crossing conditions.

Detail the underpass for South Bound Almaden Expressway near the Super Taqueria! That should be interested. Would this be an all weather, flood or no-flood access of some sort? Very busy intersection!

That "crossing bridge" at Koch Lane, across the Almaden Expressway... huh?! What for? How will people get across that double Freeway? This sounds like a bad idea to me.

"This would require some signal modification and restriping of the intersection of Almaden Expressway and Koch Lane."

This is going to go over like a pregnant poll-vaulter with commuters on Almaden Expressway. Why not have a bicycle line as one of the current lanes of the northbound Almaden Expressway? This would be equally well-recieved. I am being facetious here, but this is going to be one, big sticking point. It is a bad idea. Just rely on people getting on at the end of the Almaden Road/Expressway intersection and/or at Foxworthy.

"Conditions under Capital Expressway, Bridge" need more detail on this one!
Not used in times of high-water?

The Trail alignment through the proposed Flood Control Area near Thousand Oak Park... a problem! Seems like you will have better chances on the west-side of the Guadalupe here, but then there will be two more crossings! Very complicated, flood control or not. Explore crossing over at Hillsdale to the west-side of the Guadalupe; and then crossing back to the east-side of the Guadalupe just west of Thousand Oaks Park.

"... would include mitigation for the loss of riparian habitat and pre-construction surveys. These measures would be included in the project.

The proposed project is located within the study area of the Santa Clara Valley Habitat Agency's Habitat Plan (SCVHP). The project is being carried out by the City of San José, who is a copermittee to the SCVHP. The project is, therefore, considered a covered activity under the SCVHP.

As a result, the project would be subject to the conditions and fees of the SCVHP, which will be calculated prior to any ground disturbance activities."

The problem with this 'mitigation' program is that it creates a problem over here, and then mitigates over there! There is no effective mitigation of the Guadalupe River Riparian Corridor as understory is not considered in the mitigation. Non-native species abound all along the Creek and River.

Additionally, we have a burgeoning transient population along our rivers and steams and this is due, significantly, to the year-around flow of water in our creeks and streams in the effort to make suitable habitat for Coho Salmon and Steelhead Trout. Water availability through percolation ponds and our creeks and streams encourages and attracts transients. When you combine this with the policy of this City of accepting unlawful and unhealthy conditions with no consequence (or very weak consequence like 30 day prior notice, hazardous waste teams, fire and police), the transient problem will increase over time. Now, you interconnect the trails, with the same PC policy toward transient existence, and you make even a sweeter situation: they have ready mobility. It is argued that having people on the trails for recreational and transportation will be unacceptable to the transients and they will soon disappear. Well, we have more trails open than we ever had before and has the transient population dramatically decreased? Show me the data!

The creation of interconnecting trails for transportation and recreation, without a plan to maintain secure, safe and healthy conditions for users is doomed. Expanded City services are needed, and the need be expanded, to deal with these security, safety and health conditions. Where is that addressed in this report?

Patrick P. Pizzo
1555 Oak Canyon Drive
San Jose, CA 95120
District 10- Khamis

Comment Letter C

From: Patrick Pizzo [<mailto:patrick.pizzo@sjsu.edu>]
Sent: Thursday, May 11, 2017 6:34 PM
To: Mathur, Krinjal <krinjal.mathur@sanjoseca.gov>; Zsutty, Yves <Yves.Zsutty@sanjoseca.gov>
Subject: Fwd: The Memorandum for creation of the Almaden Meadows Park

I know this sounds like something not applicable to the Guadalupe River Trail Proposal, but open the attached 1972-relevant .pdf. The first part of this attachment is NOT about Almaden Meadows Park, but a bout a parcel where Lincoln and Almaden/Expressway, come together. The part about the bicycle crossing is pertinent, or at least of interest? FYI ppizzo

Begin forwarded message:

From: "Norman, Lucinda" <Lucinda.Norman@sanjoseca.gov>
Date: May 11, 2017 4:23:32 PM PDT
To: Patrick Pizzo <patrick.pizzo@sjsu.edu>
Subject: RE: The Memorandum for creation of the Almaden Meadows Park

Hello Patrick,

I found these two documents. Let me know if I can assist you further.

Best,

Lucinda Norman

408.535.1251

From: Patrick Pizzo [<mailto:patrick.pizzo@sjsu.edu>]
Sent: Wednesday, May 10, 2017 2:24 PM
To: Norman, Lucinda <Lucinda.Norman@sanjoseca.gov>
Subject: Re: The Memorandum for creation of the Almaden Meadows Park

Thanks! Whenever is fine. :-) ppp

On May 10, 2017, at 12:12 PM, Norman, Lucinda wrote:

Patrick,

I will have to pull documents from our offsite archive. I'll let you know my findings.

Thank you,

*Lucinda Norman | Deputy City Clerk
City of San José | Office of the City Clerk
200 East Santa Clara Street – 14th Floor | San José, CA 95113
w 408.535.1251 | f 408.292.6207*

Public Records Information

How is our service? [Please take our short survey.](#)

From: Patrick Pizzo [<mailto:patrick.pizzo@sjsu.edu>]
Sent: Wednesday, May 10, 2017 10:07 AM
To: Norman, Lucinda <Lucinda.Norman@sanjoseca.gov>
Subject: Fwd: The Memorandum for creation of the Almaden Meadows Park

I would appreciate if you could provide information, as described below. The Park of interest is Almaden Meadows Park at the corner of Meridian and Camden in South San Jose. The two reference parcel numbers are given below, thanks to Marybeth Hrasz of PRNS. Jean Dresden suggested contacting you per the memo, below. There are 'two halves' to this park. There is the 'flat' portion on the Corner, extending along both Camden and Meridian, which I think Jean refers to as the 'south' half; and there is a hill, probably too steep for housing development, so it later also became a part of the park. If the information below is not sufficient, let me know what more you would need and I'll research same. Thanks in advance. pppizzo

Begin forwarded message:

From: jeanann2@aol.com
Date: May 10, 2017 9:06:56 AM PDT
To: patrick.pizzo@sjsu.edu
Subject: Re: The Memorandum for creation of the Almaden Meadows Park

I don't remember seeing Pierce Ranch in the list of acquisitions in the 1970s in the index of City Council minutes. I wasn't looking for it, so it could had slipped by.

In the City Clerk's office, write Lucinda.Norman@sanjoseca.gov and give her the name of the park, and the name and number of the tract, and the recording date. As well as the date that the deed posted. Then she can look through the Parks index and the annexation and ordinance indices for this tract and a memo that would probably describe the park....at least the southern half. Since the other one was acquired in 1972, it might reference that acquisition in the memo.

--Jean

-----Original Message-----

From: Patrick Pizzo <patrick.pizzo@sjsu.edu>
To: jeanann2 <jeanann2@aol.com>
Sent: Wed, May 10, 2017 8:39 am
Subject: Re: The Memorandum for creation of the Almaden Meadows Park

Thanks Jean. ppp

On May 9, 2017, at 8:59 PM, jeanann2@aol.com wrote:

Here, it looks like the southern part was part of the Pierce Ranch Tract 1

In those days, the city manager just strong-armed the property owner and got land. That's why the lot sizes are smaller than nearby homes. Higher density in exchange for parkland. (That's how they got Los Alamitos trail---I found the memo, so presumably that's what they did here).

-----Original Message-----

From: Patrick Pizzo <patrick.pizzo@sjsu.edu>

To: Harasz, Marybeth <Marybeth.Harasz@sanjoseca.gov>

Sent: Tue, May 9, 2017 7:58 pm

Subject: Re: The Memorandum for creation of the Almaden Meadows Park

'72 and '78 were not that long ago. When was the park created? So there is no park-creation memorandum? ppp

On May 9, 2017, at 6:23 PM, Harasz, Marybeth wrote:

> Pat,

>

> It doesn't appear that we have the background information on hand.

> Here's what we do have:

>>

>> Two parcels make up Almaden Meadow Park

>>

>> 575-20-025 - Land acquired by the City on 10/2/1978

>> 577-40-040 - Land acquired by the City on 9/6/1972

>

> Can you let us know the reason you are asking?

>

> Thanks,

>

> Marybeth

Hi Krinjal,

I have reviewed the Mitigated Negative Declaration and find that all County Parks' concerns are addressed. We look forward to having this trail added to the network!

Thanks,

Michael

Michael Hettenhausen, Associate Planner

Santa Clara County Parks | 298 Garden Hill Drive | Los Gatos, CA 95032

408.355.2362 desk | parkhere.org



**PUBLIC NOTICE
INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION
CITY OF SAN JOSÉ, CALIFORNIA**

File No. and Project Name; Description: PP17-027 **Guadalupe River Trail Master Plan.** The project is a Master Plan that would construct an approximately 4.9 mile reach that would provide a continuous trail connection between the northern terminus of the Guadalupe River Trail in Alviso to its southern terminus at Gleman Road. The majority of the trail would consist of 16-foot wide trail sections with limited landscaping, and trail and gateway plazas. **Location:** The project site is located adjacent to Guadalupe River, beginning at McLellan Avenue, east of the river and extending to Chynoweth Avenue. **Assessor Parcel Number:** Various. **City Council District:** Citywide.

The City has performed environmental review on the project. Environmental review examines the nature and extent of any adverse effects on the environment that could occur if a project is approved and implemented. Based on the review, the City has prepared a draft Mitigated Negative Declaration (MND) for this project. An MND is a statement by the City that the project will not have a significant effect on the environment if protective measures (mitigation measures) are included in the project.

The public is welcome to review and comment on the draft Mitigated Negative Declaration.

The public comment period for this draft Mitigated Negative Declaration begins on **April 28, 2017 and ends on May 30, 2017.**

The draft Mitigated Negative Declaration, Initial Study, and reference documents are available online at: <http://www.sanjoseca.gov/NegativeDeclarations>. The documents are also available for review from 9:00 a.m. to 5:00 p.m. Monday through Friday at the City of San Jose Department of Planning, Building & Code Enforcement, located at City Hall, 200 East Santa Clara Street; and at the Dr. Martin Luther King, Jr. Main Library, located at 150 E. San Fernando Street.

May 30, 2017

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

Attention: Krinjal Mathur

Subject: City File No. PP17-027 / Guadalupe River Trail Master Plan

Dear Ms. Mathur:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Initial Study for a 4.9-mile section of trail to provide a continuous trail connection of the Guadalupe River Trail from McLellan Avenue to Chynoweth Avenue. We have the following comments.

Guadalupe River Trail Master Plan – Overall

The Santa Clara County Bicycle Plan (2008) identifies the Guadalupe River Trail as a Cross County Bicycle Corridor (T-S3 – Guadalupe River Trail in Alviso to Los Alamitos Calero Creek Trail). VTA supports the completion of the 4.9 mile gap in the Guadalupe River Trail between McClellan Avenue and Chynoweth Avenue. The existing sections of the Guadalupe River Trail see very high use, and people use the trail not just for recreation but for shopping, commuting, and accessing transit. Completing the trail will further improve people's abilities to walk and bike to transit, shopping, and employment.

VTA has the following specific comments based on our review of the Initial Study/Mitigated Negative Declaration:

Trail/Road Network Interface

The trail alignment provides access to the road network at several locations, and recommends constructing crosswalks at Willow Street, Alma Avenue, Willow Glen Way, Malone Drive, and Curtner Avenue. The document references a Department of Transportation project that would modify and traffic calm the intersection of Northern Road and Willow Glen Way (pg 17) and references "a trail node constructed for enhanced pedestrian safety" at southbound Almaden Expressway (pg 19). Other than this, there is little discussion of roadway modifications to improve the safety and convenience of the interface between the trail network and the roadway network. We recommend that the City review all locations where trail users interface with roadways and identify specific improvements that can assist trail users in accessing the trail and crossing streets safely and conveniently. Particular attention should be paid to the needs of bicyclists, who may need new curb ramps or larger waiting areas at corners, and at locations

City of San Jose
May 30, 2017
Page 2

where students, seniors, or people with disabilities may be accessing the trail in large numbers. We encourage the City to schedule roadway improvements so that they are in place when the trail is opened to the public.

W Alma Avenue Bridge

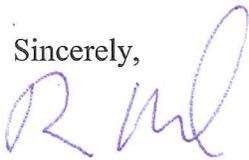
The Lelong loop directs trail users to use the Alma Avenue Bridge over the Guadalupe River Trail. This bridge is identified as a substandard Across Barrier Connection in the 2008 Countywide Bicycle Plan. The bridge does not have shoulders for bicyclists. While sidewalks are provided on both sides of the bridge, they do not meet minimum path width of 8 feet. We recommend that the City provide improved access for trail users over the Alma Avenue Bridge. Possibilities include widening sidewalks or reallocating roadway space along Alma Avenue to provide bicycle lanes.

Connection to Tamien Station

The trail travels along the west side of Lelong Street, passing the Tamien Light Rail and Caltrain Station. With the proposed trail alignment, people wishing to travel between Tamien Station and the Guadalupe River Trail must cross Lelong at Alma Avenue (500 feet south) or Willow Street (1,700 feet north). We recommend the City provide direct access between the trail and Tamien Station by providing a trail crossing of Lelong Street north of Alma Avenue. VTA is planning to construct a parking structure in the surface lot east of Lelong Street. VTA requests a meeting with the City to discuss appropriate placement of a trail crossing in relationship to the planned parking structure.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,



Roy Molseed
Senior Environmental Planner

cc: Michael Liw, San Jose Development Services

shoulders. These more narrow sections exceed the minimum 8-foot standard width for Class I trails. The proposed Master Plan includes on-street trail alignments.

In addition to the trail and trail gateways, the Master Plan for the trail proposes small plaza areas. To facilitate trail connection, the Master Plan includes the construction of a pedestrian overcrossing at Willow Street, referred to as the “Willow Calle Bridge”. Additionally, the Guadalupe River Trail system would require bridge spans at points along the trail to ensure continuity and connectivity.

Lead Agency

As the lead agency, the City is responsible for all project mitigation, including any needed improvements to the STN and for VMT reduction. The project’s fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Vehicle Trip Reduction

To reduce VMT the project should consider decreased headway times and improved way-finding on bus lines by working with the Santa Clara Valley Transportation Authority (VTA) to provide a better connection between the project and nearby transit services, especially the Diridon Station, and regional destinations. These smart growth approaches are consistent with the MTC’s RTP/SCS goals and would meet Caltrans Strategic Management Plan, encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on SR 87, SR 85, and other nearby State facilities.

Design

Caltrans recommends the City consider a trail spur or extension directly connecting the Guadalupe River Trail to the Diridon Station.

Cultural Resources

The Draft Initial Study does not present any information to address Checklist Item E in Section 4.5.3 (page 87). Pursuant to the California Environmental Quality Act (CEQA) and Assembly Bill (AB) 52, Caltrans recommends that the City conduct Native American consultation with tribes, groups, and individuals who are interested in the project area and may have knowledge of Tribal Cultural Resources, Traditional Cultural Properties, or other sacred sites. As noted in Section 4.5, the project area is extremely sensitive for both archaeological resources and built resources.

If an encroachment permit is needed for any work within Caltrans right-of-way (ROW), Caltrans may require project specific cultural resource technical studies be prepared in compliance with CEQA, Public Resources Code (PRC) 5024, and the Caltrans Standard Environmental Reference (SER) Chapter 2 (<http://www.dot.ca.gov/ser/vol2/vol2.htm>). Should ground-disturbing activities take place within Caltrans ROW and there is an inadvertent archaeological or burial discovery, in compliance with CEQA, PRC 5024.5, and the SER, all construction within 60 feet of the find shall cease and the Caltrans District 4 Office of Cultural Resource Studies (OCRS) shall be immediately contacted at (510) 622-1673.

Traffic Control Plan

A Caltrans-approved Traffic Control Plan (TCP) is required to avoid project-related impacts to the STN, if it is anticipated that vehicular, bicycle, and pedestrian traffic will be impacted during the construction of the proposed project requiring traffic restrictions and detours. The TCP must also comply with the requirements of corresponding jurisdictions.

In addition, pedestrian access through the construction zone must be in accordance with the Americans with Disabilities Act (ADA) regulations (see Caltrans *Temporary Pedestrian Facilities Handbook* for maintaining pedestrian access and meeting ADA requirements during construction at:

www.dot.ca.gov/hq/construc/safety/Temporary_Pedestrian_Facilities_Handbook.pdf) (see also Caltrans Traffic Operations Policy Directive 11-01 "Accommodating Bicyclists in Temporary Traffic Control Zones" at: www.dot.ca.gov/trafficops/policy/11-01.pdf). All curb ramps and pedestrian facilities located within the limits of the project are required to be brought up to current ADA standards as part of this project.

For further TCP assistance, please contact the Caltrans District 4 Office of Traffic Management Operations at (510) 286-4579. Further transportation management information is available at the following website: www.dot.ca.gov/hq/traffops/trafmgmt/tmp_lcs/index.htm.

Bridges, Trestles, Culverts and Other Structures in Riparian Environments

Some project level activities may affect riparian flow patterns upstream of bridges, trestles, culverts or other structures for which Caltrans holds responsibility. Please ensure your project level environmental documents include hydrological studies to determine whether such impacts will occur, and to identify appropriate mitigation measures.

Habitat Restoration and Management

Project level activities related to habitat restoration and management should be done in coordination with local and regional Habitat Conservation Plans, and with Caltrans where our programs share stewardship responsibilities for habitats, species and/or migration routes.

Encroachment Permit

Please be advised that any ingress-egress, work (e.g., construction, vegetation management, drainage improvement, etc.), staging, storage, or traffic control that is conducted within or adjacent to or encroaches upon the State ROW requires an encroachment permit that is issued by Caltrans. Where construction related traffic restrictions and detours affect the STN, a Transportation Management Plan (TMP) or construction Transportation Impact Analysis (TIA) may be required. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process.

To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW as well as any applicable specifications, calculations, maps, etc. must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. It is important to note that, in order to uphold the Caltrans

Ms. Krinjal Mathur/City of San Jose

May 31, 2017

Page 4

statutory responsibility to protect the safety of the traveling public, if this information is not adequately provided, then a permit will not be issued for said encroachments. See the following website for more information:

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

Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or brian.ashurst@dot.ca.gov.

Sincerely,



PATRICIA MAURICE

District Branch Chief

Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse – electronic copy
Robert Swierk, VTA – electronic copy

Mathur, Krinjal

From: Ashurst, Brian@DOT <brian.ashurst@dot.ca.gov>
Sent: Thursday, June 01, 2017 2:08 PM
To: Mathur, Krinjal
Cc: Swierk, Robert; state.clearinghouse@opr.ca.gov; Cerezo, Melissa; Pearse, Brent
Subject: RE: SCL17198 Guadalupe River Trail Master Plan MND (Caltrans GTS Database #: 04-SCL-2017-00198)

Hi Krinjal:

If my correction below is satisfactory for your records, emailing you the correction is all that is needed.

Thanks

Brian Ashurst, J.D.

Associate Transportation Planner
Local Development - Intergovernmental Review
Office of Transit and Community Planning
California Department of Transportation, District 4
111 Grand Avenue, MS 10D
Oakland, CA 94612
(510) 286-5505 office (510) 286-5559 fax

From: Ashurst, Brian@DOT
Sent: Thursday, June 01, 2017 12:29 PM
To: 'Mathur, Krinjal' <krinjal.mathur@sanjoseca.gov>
Cc: Swierk, Robert <Robert.Swierk@vta.org>; state.clearinghouse@opr.ca.gov; Cerezo, Melissa <Melissa.Cerezo@vta.org>; Pearse, Brent <Brent.Pearse@vta.org>
Subject: RE: SCL17198 Guadalupe River Trail Master Plan MND (Caltrans GTS Database #: 04-SCL-2017-00198)

Hi Krinjal:

One of my functional reviewers pointed out to me that in preparing the comment letter, I transcribed his comment regarding “the Damian Station” to “the Diridon Station.” I apologize for the error.

I am coordinating with my supervisor, to see what our protocol is for correcting such an error. You may receive a corrected letter but I will keep you posted.

Sincerely,

Brian Ashurst, J.D.

Associate Transportation Planner
Local Development - Intergovernmental Review
Office of Transit and Community Planning
California Department of Transportation, District 4
111 Grand Avenue, MS 10D
Oakland, CA 94612
(510) 286-5505 office (510) 286-5559 fax

From: Mathur, Krinjal [<mailto:krinjal.mathur@sanjoseca.gov>]
Sent: Wednesday, May 31, 2017 1:31 PM
To: Ashurst, Brian@DOT <brian.ashurst@dot.ca.gov>
Cc: Swierk, Robert <Robert.Swierk@vta.org>; state.clearinghouse@opr.ca.gov; Cerezo, Melissa <Melissa.Cerezo@vta.org>; Pearse, Brent <Brent.Pearse@vta.org>
Subject: RE: SCL17198 Guadalupe River Trail Master Plan MND (Caltrans GTS Database #: 04-SCL-2017-00198)

Hi Brian,

Thank you for your comments on the Guadalupe River Trail Master Plan IS/MND. Your comments are currently under review and you will be notified via e-mail when the response to comments are available for review on the City's website.

Best,

Krinjal Mathur
Planner I | City of San Jose
Planning, Building & Code Enforcement
krinjal.mathur@sanjoseca.gov
408.535.7874

From: Ashurst, Brian@DOT [<mailto:brian.ashurst@dot.ca.gov>]
Sent: Wednesday, May 31, 2017 10:30 AM
To: Mathur, Krinjal <krinjal.mathur@sanjoseca.gov>
Cc: Swierk, Robert <Robert.Swierk@vta.org>; state.clearinghouse@opr.ca.gov; Cerezo, Melissa <Melissa.Cerezo@vta.org>; Pearse, Brent <Brent.Pearse@vta.org>
Subject: SCL17198 Guadalupe River Trail Master Plan MND (Caltrans GTS Database #: 04-SCL-2017-00198)

Hello Ms. Mathur:

Please see attached comment letter on the above-referenced project. The original hard copy is being mailed to you via USPS.

Please confirm receipt of this letter.

Thank you very much,

Brian Ashurst, J.D.
Associate Transportation Planner
Local Development - Intergovernmental Review
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