

DRAFT

SUBSEQUENT EIR

for the

**ALMADEN RANCH RETAIL CENTER**

PDC10-006

SCH No. 1997062105

May 23, 2011

Volume I

CITY OF SAN JOSE



May 23, 2011

Ladies and Gentlemen:

**SUBJECT: DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR  
ALMADEN RANCH RETAIL CENTER, FILE NO. PDC10-006**

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

Your comments regarding the significant environmental effects of this project and the adequacy of the DSEIR are welcome. Written comments, submitted to the Department of Planning, Building and Code Enforcement by 5:00 p.m., July 6, 2011, will be included in the SEIR and be considered by the Planning Commission at a public hearing. If we receive no comments (nor a request for an extension of time) from you by the specified date, we will assume you have none to make.

**Project Description and Location:** Planned Development Rezoning to A(PD) Planned Development Zoning District to allow the development of up to a maximum of 400,000 square feet of commercial development on an approximately 43 gross acre site, with construction of an extension of Cherry Avenue through the site to connect with Sanchez Drive to the south. The project is located at the northeast corner of Almaden Expressway and State Route 85.

**Tentative Hearing Date:** August 24, 2011

**Contact Person:** Janis Moore  
**Department of Planning, Building & Code Enforcement**  
200 East Santa Clara Street  
San José CA 95113-1905  
(ph) 408-535-7815  
(fax) 408-292-6055  
(email) [janis.moore@sanjoseca.gov](mailto:janis.moore@sanjoseca.gov)

Attachment



DRAFT

SUBSEQUENT EIR

for the

**ALMADEN RANCH RETAIL CENTER**

Planned Development (PD) Rezoning (PDC10-006)

State Clearinghouse No. 1997062105

May 23, 2011

**CITY OF SAN JOSE**



## INTRODUCTION

### Background

An Environmental Impact Report (EIR) entitled Almaden / Chynoweth Project (PDC96-02-011), State Clearinghouse No. 97062105, was found complete and in compliance with the California Environmental Quality Act (CEQA) by the San Jose Planning Commission on June 24, 1998 and certified by the City Council on August 4, 1998 by Resolution No. 68388. The report covered the 43.5-acre rezoning application and subsequent approvals for the construction of a maximum of 350,000 square feet of commercial space or up to a maximum of 400 residential units, or any equivalent combination of commercial and residential uses that conformed to the City's Transportation Level of Service Policy (5-3).

As part of the Final EIR (FEIR) for the Almaden / Chynoweth Project, technical reports on the following topics were prepared:

- Air quality impact and mitigation study (1997)
- Biotic survey (1995)
- Biological assessment update (1996)
- Burrowing owl surveys (1998)
- Tree survey (1997)
- Archaeological field inspection (1996)
- Archaeological subsurface testing (1997)
- Historical and architectural evaluation (1996)
- Soil engineering studies (1996)
- Phase I environmental site assessment (1996 / 1997)
- Phase II environmental site assessment (1997)
- Hydrology study (1998)
- Noise assessment (1996)
- Traffic analysis (1996 / 1997)

A copy of the Almaden / Chynoweth Project FEIR is available on the City of San Jose web site at: [www.sanjoseca.gov/planning/eir/eir.asp](http://www.sanjoseca.gov/planning/eir/eir.asp).

### Current Project

As required by California Public Resources Code Section 21166 and the State CEQA Guidelines Section 15162, a Subsequent Environmental Impact Report (SEIR) is required when an EIR has been prepared and there are substantial changes to the project, the circumstances under which the project is undertaken, and/or new information becomes available. In this case, the project changed as the Chynoweth Avenue bridge and the potential for up to 400 residential units were removed and the commercial area was increased by 50,000 square feet. In addition, since it has been over twelve years since the previous analysis was done and the EIR certified, there have been changes in traffic, air quality, greenhouse gas emissions, hazardous materials, and hydrology and water quality that require review and analysis.

This Subsequent Environmental Impact Report was prepared to conform to the California Environmental Quality Act, adopted Guidelines thereto, and Title 21 of the San Jose Municipal

Code. The report covers The Arcadia Companies' proposed A(PD) Planned Development Rezoning application for the construction of up to a maximum of 400,000 square feet of commercial space on approximately 43.5 acres on the northeasterly quadrant of Almaden Expressway and State Route 85 (SR 85).

Technical reports for the following topics from the 1998 Final EIR were updated; while the remainder of the above reports are incorporated by reference within the Almaden / Chynoweth Project FEIR.

- Air quality (*including greenhouse gas emissions*)
- Biotic evaluation (*riparian setback, burrowing owls, and trees*)
- Historic
- Soils (*liquefaction*)
- Phase I hazardous materials
- Noise
- Traffic

A new report was prepared as requested in the Soil Conservation Service's response to the Notice of Preparation.

- Agriculture resources (LESA Model)

The City of San Jose, as Lead Agency, is expected to use this SEIR in its decision making process for discretionary approvals.

*An Environmental Impact Report is an informational document which, when fully prepared in accordance with the CEQA and State CEQA Guidelines, will inform public decision makers and the general public of the environmental effects of projects they propose to carry out or approve. The EIR process is intended to enable public agencies to evaluate a project to determine whether it may have a significant effect on the environment, to examine and institute methods of reducing adverse impact, and to consider alternatives to the project as proposed. These things must be done prior to approval of the project. While CEQA requires that major consideration be given to preventing environmental damage, it is recognized that public agencies have obligations to balance other public objectives, including economic and social factors, in determining whether and how a project should be approved.*

*As defined in the State CEQA Guidelines, the standards for adequacy of an EIR are that it should be prepared with a sufficient degree of analysis to provide decision-makers with information that enables them to make a decision that intelligently takes into account environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement. The courts have not looked for perfection, but for adequacy, completeness, and a good-faith effort at full disclosure.*

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- C. Biological Resources
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- F. Geology and Soils
- G. Hazardous Materials
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## SUMMARY

### PROJECT DESCRIPTION

The project is a Planned Development (PD) Rezoning application from the A(PD) Planned Development Zoning District (PDC96-011) that allows for the construction of up to 350,000 square feet of commercial space or up to 400 residential units, or any equivalent combination of commercial and residential uses that conformed to the City's Transportation Level of Service Policy (5-3), to the A(PD) Planned Development Zoning District to allow for the construction of up to 400,000 square feet of commercial space and subsequent subdivision located on approximately 43.5 acres on the northeasterly quadrant of Almaden Expressway and State Route 85 (SR 85). The Conceptual Site Plan includes uses for big box retail, mid-size commercial pads, local-serving retail, and several small retail pads as well as a retail pad/gas station and drive-throughs.

### POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS

The project has several potentially significant environmental impacts that warrant detailed review through the EIR process. These impacts and their level of significance are listed below followed by a discussion of each.

	Significant Unavoidable Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact
Aesthetics			●
Agriculture and Forest Resources			●
Air Quality	●		
Biological Resources		●	
Cultural Resources			●
Energy			●
Geology and Soils		●	
Greenhouse Gas Emissions	●		
Hazards and Hazardous Materials		●	
Hydrology and Water Quality		●	
Land Use and Planning			●
Noise		●	
Public Services			●
Transportation / Traffic		●	
Utilities and Service Systems			●

**Aesthetics**

Current views of the site are primarily of agricultural fields that include fallow, disced areas as well as fields that are actively farmed, with a farmhouse, mobile home trailers and several agricultural buildings in the southwesterly corner. Several trees are located in the area of the buildings along Almaden Expressway and State Route 85, in the northerly corner, and along the Guadalupe River riparian corridor. Development of the site would change the existing views by introducing commercial buildings, roadways, parking areas and landscaping that would be visible from Almaden Expressway, SR 85 and the residential neighborhood across the Guadalupe River to the east. The project would result in the removal of trees, although the riparian corridor and trees along the Guadalupe River would remain. Although detailed plans for the commercial buildings have not been prepared, architectural design and landscaping will comply with the City's Commercial Design Guidelines and Riparian Corridor Policy, and would be comparable to other commercial developments in the area.

**Less-Than-Significant Impact**

None required.

**Less-Than-Significant Impact**

### **Agriculture and Forest Resources**

The project site is outside of any forest land or timberland areas; therefore, the project would have no impact on forest resources. The project would result in the loss of 14 acres of “prime farmland” that are used for pumpkins and corn each year; the remaining 29.5 acres are fallow “grazing land” that are not known to have been used for grazing. A Land Evaluation and Site Assessment Model (LESA Model) that was developed by the Soil Conservation Service to assess the impact of converting agricultural land to other uses was run for the project site and the model determined that the conversion of the project site from agricultural land to another use would be a less-than-significant impact.

**Less-Than-Significant Impact**

None required.

**Less-Than-Significant Impact**

### **Air Quality**

There are no existing sources on the project site that currently adversely affect local air quality. The addition of project traffic would not cause local carbon monoxide emissions to exceed BAAQMD thresholds; however, regional average daily and annual operational emissions of reactive organic gases, nitrogen oxides and PM<sub>10</sub> would exceed BAAQMD significance thresholds. Temporary particulate impacts from construction dust would be generated from demolition and/or construction during grading.

**Significant Impact**

Project air quality impacts would be reduced by the implementation of regional operational emissions and temporary construction dust mitigation measures; however, these measures would not reduce the regional average daily and annual operational emissions of reactive organic gases, nitrogen oxides and PM<sub>10</sub> generated by the project below the BAAQMD’s significance thresholds.

**Significant Unavoidable Impact**

**Biological Resources**

The project site has historically been utilized for agricultural row crops and/or orchards. A total of 121 trees located in the southwesterly area of the site along Almaden Expressway and SR 85, in the northerly corner, and on or adjacent to the site along the Guadalupe River riparian corridor were tagged and evaluated. A 100-foot riparian corridor setback will be provided in accordance with the City's Riparian Corridor Policy Study. A hydro-modification management (HMP) basin within the riparian corridor setback, to maintain runoff from the site at pre-construction levels, will sit back from the edge of the existing riparian habitat by a minimum of 25 feet. Twenty-six (26) trees, including 14 Ordinance-sized trees, within the riparian corridor will remain. It is assumed that all 95 of the remaining onsite (non-riparian) trees, including 25 Ordinance-sized trees, will be removed with the project. Project development could impact the riparian corridor; active white-tailed kite, loggerhead shrike, California yellow warbler, non-listed raptor and other migratory breeding bird nests (although none was observed during 2010 surveys); pallid bat and other non-listed bats (although no evidence of bat habitat use was observed during 2011 surveys); and burrowing owls (although no evidence of occupation or use was observed during 1995, 1996, 1998 and 2010 surveys).

**Significant Impact**

Project impacts to biological resources will be reduced by the implementation of trees; riparian corridor; white-tailed kite, loggerhead shrike, California yellow warbler, non-listed raptors, and other migratory breeding birds; pallid bat and other non-listed bats; and burrowing owls mitigation measures.

**Less-Than-Significant Impact with Mitigation**

**Cultural Resources**

The project site is located within a sensitive archaeological resource area; however, there are no recorded sites located on the property, no known Native American burials, and a reconnaissance of the site did not locate any cultural resources. Except for a prehistoric isolate found on the surface during extensive subsurface testing operations, no evidence of significant archaeological resources was found on the surface or to an average depth of 6.5 feet. A 19th-century farm owned by George Greenawalt was located on the project site; extant structures dating to the subsequent Cassibba and Malech occupation have been determined not to be historically or architecturally significant.

**Less-Than-Significant Impact**

The project will result in less-than-significant impacts to cultural resources.

**Less-Than-Significant Impact**

**Energy**

California and the nation in general are subject to increasingly higher energy costs and depletion of non-renewable energy resources. Project development would increase the demand for energy. Energy efficiency and green design measures will be incorporated into the project design.

**Less-Than-Significant Impact**

None required.

**Less-Than-Significant Impact**

### **Geology and Soils**

The project site is underlain by highly expansive soils and development of the site may subject the soils to accelerated erosion. There are no identified earthquake faults on the site; thus, the probability of ground rupture due to an earthquake is low. Ground shaking at this site could be caused by moderate to major activity on the active Bay Area faults, which could endanger structures and occupants on the site. The site is mapped within a State Seismic Hazard zone for liquefaction; liquefaction and/or lateral spreading could result from seismic shaking.

#### **Significant Impact**

### **Greenhouse Gas Emissions**

There is international scientific consensus that human-caused increases in greenhouse gases (GHGs) have and will continue to contribute to global warming. The most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide. Additional trips to and from the project and increased electricity demand would result in GHG emissions. Although green design measures will be incorporated into the project design, the project will have a significant operational impact on global climate change.

#### **Significant Impact**

Project geology and soils impacts will be reduced by the implementation of expansive soils, erosion, seismic shaking, and liquefaction and/or lateral spreading mitigation measures.

#### **Less-Than-Significant Impact with Mitigation**

Project greenhouse gas emissions would be reduced by the incorporation of mitigation measures; however, this would not reduce the greenhouse gas emissions generated by the project below the BAAQMD's significance thresholds.

#### **Significant Unavoidable Impact**

**Hazards and Hazardous Materials**

Two existing agricultural water wells located on the site will be properly destroyed in accordance with Santa Clara Valley Water District requirements. Septic systems are reportedly located on the project site; if discovered during grading operations, the septic system(s) will be removed in accordance with County requirements. The project proposes the demolition of structures that may contain hazards such as asbestos-containing materials and/or lead based paint, which will be sampled prior to building demolition and removed in accordance with regulatory agency requirements, if warranted. Pesticides in the form of DDT and its derivatives, as well as lead and mercury from previous agricultural operations were detected in near-surface soil samples throughout the site in 1997; and the pesticide dieldrin was detected in one sample. Neither arsenic nor petroleum hydrocarbons were detected on the site in 1997. The detected concentrations were below EPA PRG levels and were not considered significant. TPHd, TPHmo, pesticides, arsenic and lead were detected during sampling in 2004; however, it was concluded that no further work related to these compounds was necessary at that time. Dieldrin was reported in one of the samples at a concentration above the PRG for residential soils, but below the PRG for outdoor worker soils; it was recommended that dieldrin levels be assessed at the location of the elevated detection upon further work or development and that a letter be submitted to confirm that any and all dieldrin-impacted soil found above the agreed-upon health protective cleanup criteria has been removed for offsite disposal at a permitted facility in accordance with all relevant laws and regulations.

**Significant Impact**

Project hazards and hazardous materials impacts will be reduced by the development and implementation of soil contamination mitigation measures.

**Less-Than-Significant Impact with Mitigation**

### **Hydrology and Water Quality**

There are no waterways on the project site; however, the Guadalupe River is located along the northeasterly and easterly site boundaries. The site would not be subject to inundation with the occurrence of a 100-year flood, which is contained within the river channel. The project site currently drains to the adjacent Guadalupe River and then north to the San Francisco Bay. Construction-related activities such as clearing, grading, or excavation would result in significant temporary construction impacts to water quality. The increase in impervious surfaces on the site as a result of project development would result in an increase in runoff and in significant post-construction impacts to water quality. The project includes a hydromodification management basin along the Guadalupe River frontage that will maintain runoff from the site at pre-development levels.

#### **Significant Impact**

### **Land Use and Planning**

The project site consists primarily of fallow and/or active agricultural land. A farmhouse, mobile home trailers and several agricultural buildings are located in the southwesterly corner along Almaden Expressway. The project would change the land use on the site from agricultural to commercial use, which would be consistent with the Economic Development Major Strategy and Commercial Land Use Policies of the General Plan and would be compatible with the surrounding area.

#### **Less-Than-Significant Impact**

Project impacts to hydrology and water quality will be reduced by the provision of a hydromodification management basin and by the implementation of construction and post-construction stormwater discharge mitigation measures in compliance with the NPDES General Permit.

#### **Less-Than-Significant Impact with Mitigation**

None required.

#### **Less-Than-Significant Impact**

**Noise**

Noise intrusion over the project site originates primarily from vehicular traffic sources on Almaden Expressway and on SR 85, and from loading dock and mechanical equipment sources at the adjacent commercial development to the north. Traffic noise from the future extension of Cherry Avenue (formerly Chynoweth Avenue) / Sanchez Drive would also add to the site's noise environment. Projected future exterior traffic noise exposures at the commercial buildings along Almaden Expressway would exceed the City standard of 60 dBA DNL. Depending on the building setbacks, projected future interior traffic noise exposures could also exceed City standards. Noise from operations associated with a commercial development has the potential to adversely impact residential neighborhoods to the east. Project construction would result in temporary noise impacts.

**Significant Impact****Public Services**

The project would have a less-than-significant physical impact on schools, parks and recreation, fire protection, police protection, and libraries.

**Less-Than-Significant Impact**

Project noise impacts will be reduced by the implementation of exterior traffic noise, interior traffic noise, commercial operational noise, operational equipment-generated noise, and temporary construction noise mitigation measures.

**Less-Than-Significant Impact with Mitigation**

None required.

**Less-Than-Significant Impact**

*IMPACT*

*MITIGATION*

**Transportation / Traffic**

Seven intersections that would be affected by the project were analyzed, two of which are projected to operate below Level D under existing plus approved conditions. Project development would generate approximately 400 a.m. and 1,350 p.m. peak hour trips. The addition of project traffic would not cause any additional intersection to operate below Level D; however, the average critical delay is projected to increase by more than 4.0 seconds and the critical V/C ratio is projected to increase by more than one percent (0.01) at the two intersections projected to operate below Level D under existing plus approved plus project traffic conditions: Almaden Expressway and Cherry Avenue and Almaden Expressway and SR 85 (North).

**Significant Impact**

Project impacts to transportation / traffic will be reduced by the implementation of mitigation measures at the intersections of Almaden Expressway and Cherry Avenue and of Almaden Expressway and SR 85 (North).

**Less-Than-Significant Impact with Mitigation**

**Utilities and Service Systems**

Sanitary sewer, wastewater treatment, storm drainage and solid waste disposal services for the project are provided by the City of San Jose. Potable water is provided by the San Jose Water Company. Natural gas and electric services are provided by PG&E. There are several telephone services available for retail commercial uses. The existing utilities are available and adequate to serve the project. Utility extensions throughout the project will be provided.

**Less-Than-Significant Impact**

None required.

**Less-Than-Significant Impact**

## **ALTERNATIVES**

The 1) No Project, and the following alternative land uses and locations: 2) 172,000 Square Feet of Commercial to Meet Air Quality Standards, 3) 28,000 Square Feet of Commercial to Meet Greenhouse Gas Emissions Standards, and 4) Arcadia-Evergreen and Other Locations are evaluated. The 28,000 Square Feet of Commercial to Meet Greenhouse Gas Emissions Standards alternative is the "environmentally superior" alternative.

## **VIEWS OF LOCAL GROUPS**

At a scoping meeting with neighbors the following issues were discussed: the Chynoweth Avenue bridge over the Guadalupe River, traffic, homeless encampments, noise from commercial equipment and night-time deliveries, future SR 85/Almaden Expressway interchange improvements, impacts on available vacant retail space in the area, and potential occupancy of the large vacant retail space across Almaden Expressway.



# **I. PROJECT DESCRIPTION**

---

## **A. LOCATION**

The project site is located at the northeasterly quadrant of Almaden Expressway and State Route 85. Chynoweth Avenue forms a portion of the site's northwesterly boundary, and the Guadalupe River forms the northeasterly and easterly boundaries. The site includes the following Assessor's Parcel Number(s): 458-16-032 and 458-17-006, -017 and -018.

The location is at the southerly end of San Francisco Bay in the southerly section of the highly urbanized Santa Clara Valley. Locally, the site is in the Robertsville area of the City of San Jose. Areas immediately adjacent to the site are primarily commercial, transportation, and public park and open space. Beyond the immediate area, the City of San Jose is urbanized with residential, commercial, industrial, institutional and recreational uses intermixed with some under-developed parcels. The location of the site and the local setting are shown on the following maps, aerial photographs and views of the site.

## **B. PROJECT OBJECTIVES**

The objective of this project is to construct a high quality commercial development of a maximum of 400,000 square feet of commercial space in the Almaden Valley area in accordance with the Economic Development Major Strategy of the *San Jose 2020 General Plan* by generating needed jobs within the City and adding to the City's economic base that is necessary to fund the City's urban service needs.

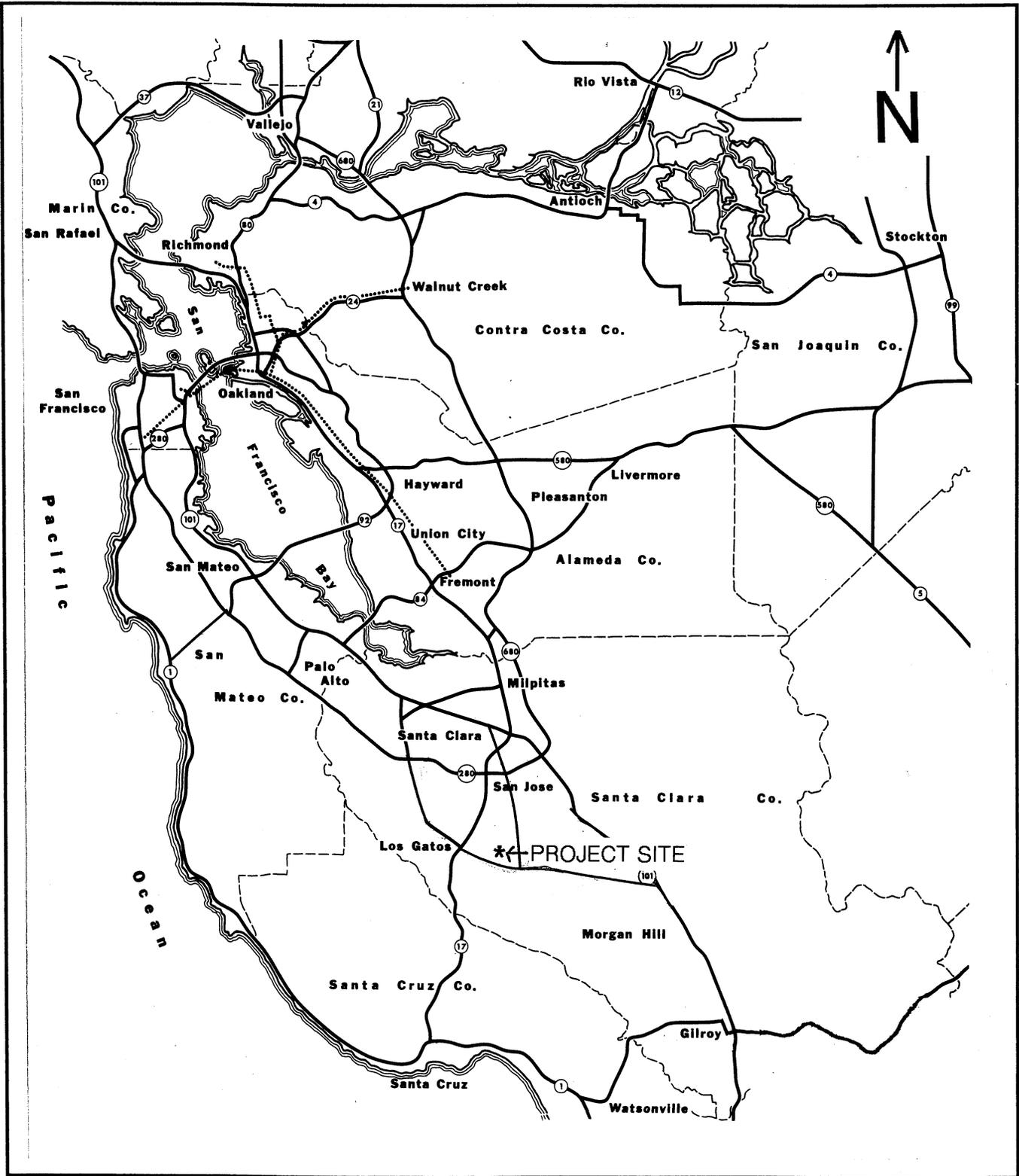
## **C. DESCRIPTION**

### **EXISTING USE**

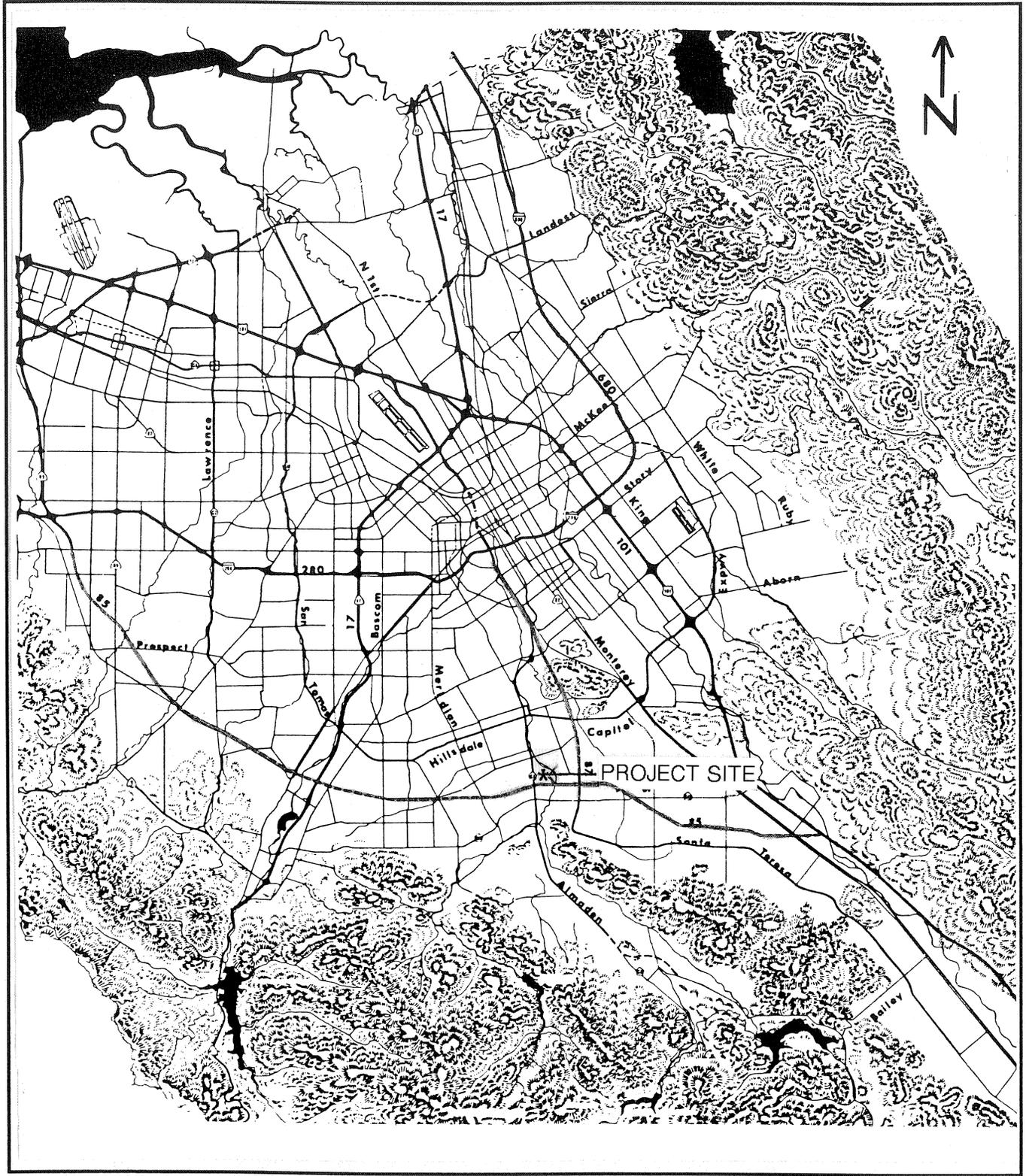
The project site is currently active (12 acres) and fallow agricultural land with a complex of buildings in the southwesterly corner along Almaden Expressway that is utilized for the production and seasonal sale of agricultural products.

### **PD REZONING**

The project is a Planned Development (PD) Rezoning application from the A(PD) Planned Development Zoning District (PDC96-011) that allows for the construction of up to 350,000 square feet of commercial space or up to 400 residential units, or any equivalent combination of commercial and residential uses that conformed to the City's Transportation Level of Service Policy (5-3), to the A(PD) Planned Development Zoning District to allow for the

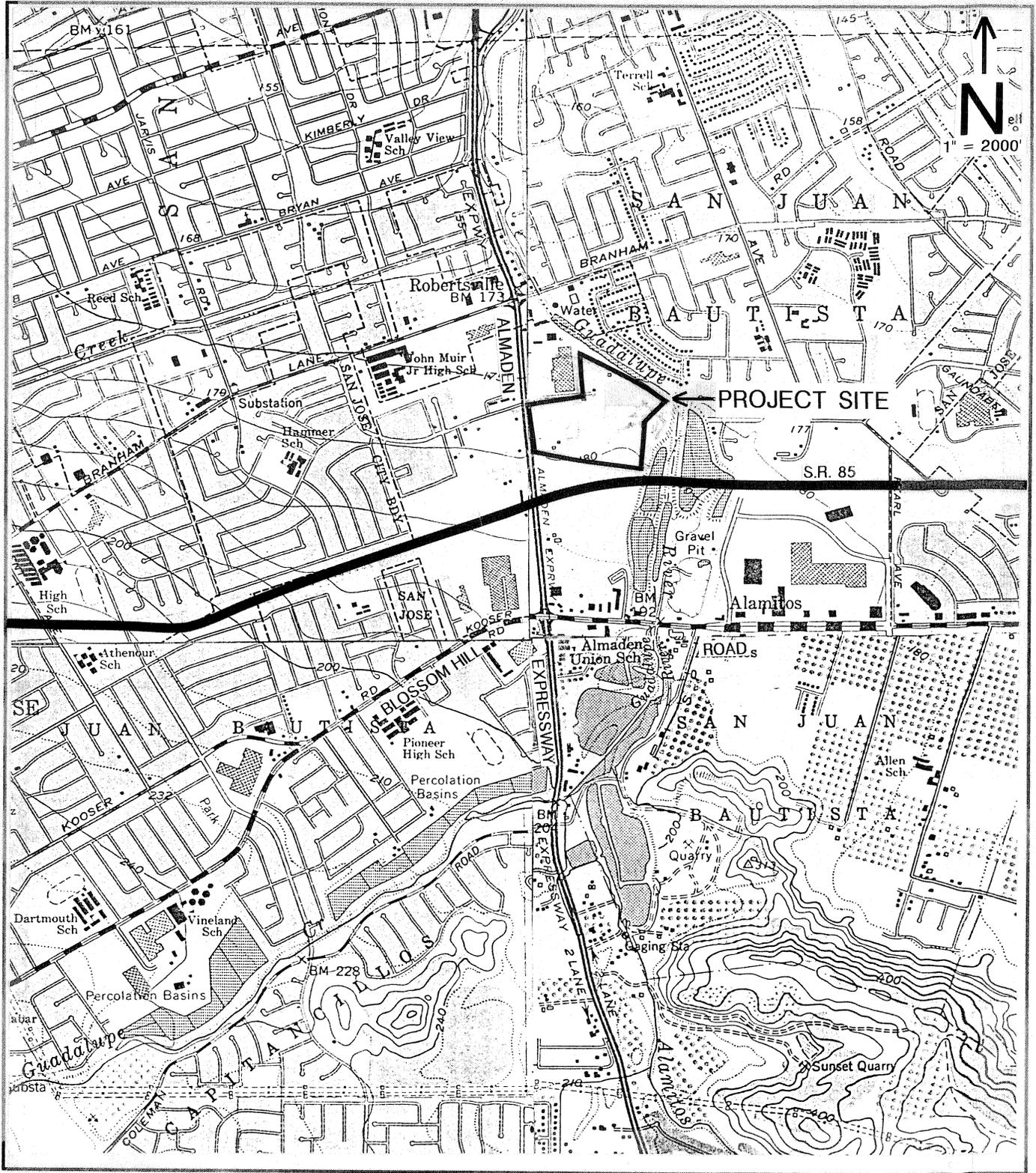


Bay Area Map  
Figure 1



# Santa Clara Valley Map

Figure 2



San Jose West, San Jose East, Los Gatos, and Santa Teresa Hills Quadrangles

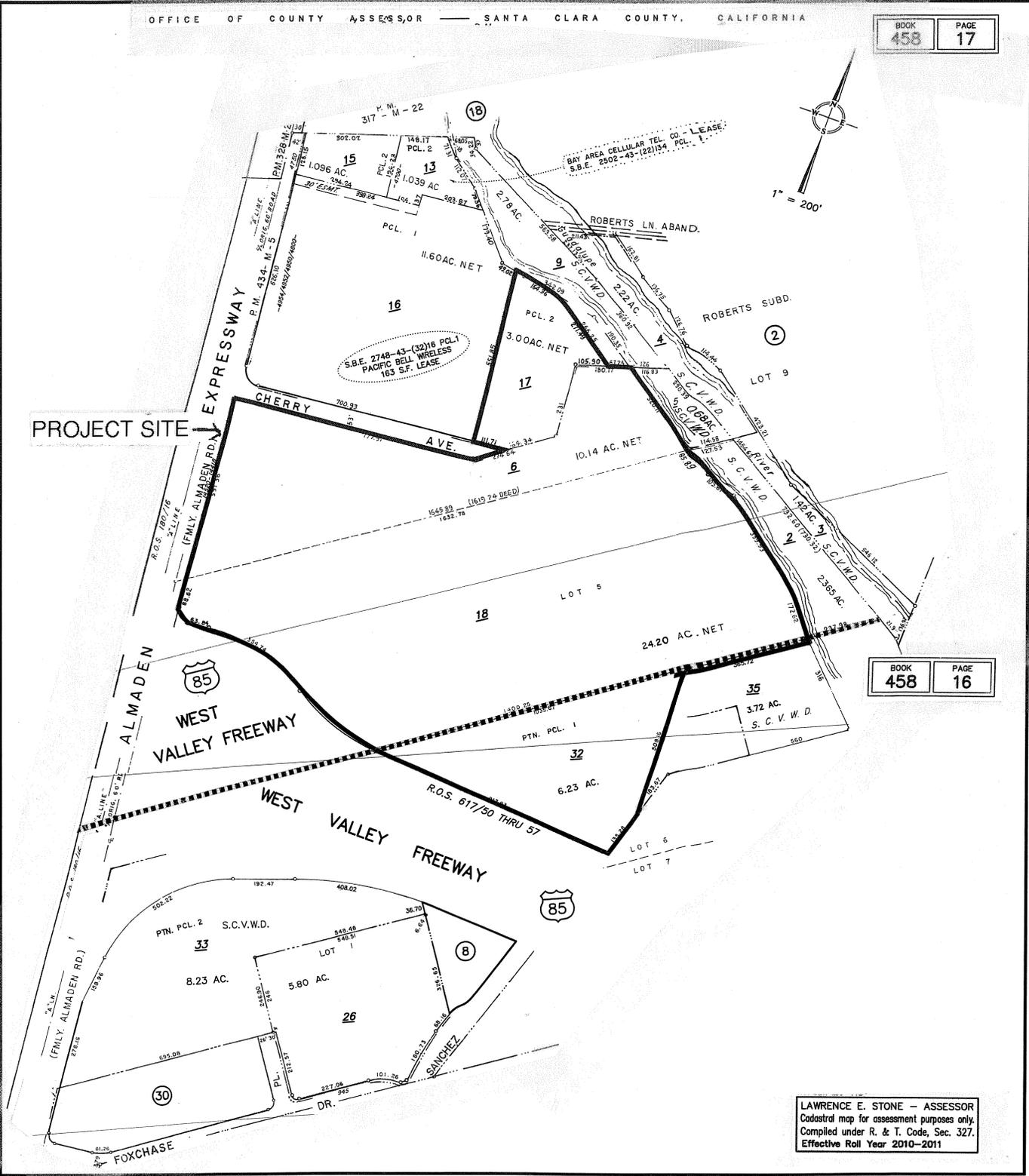
USGS Map  
Figure 3



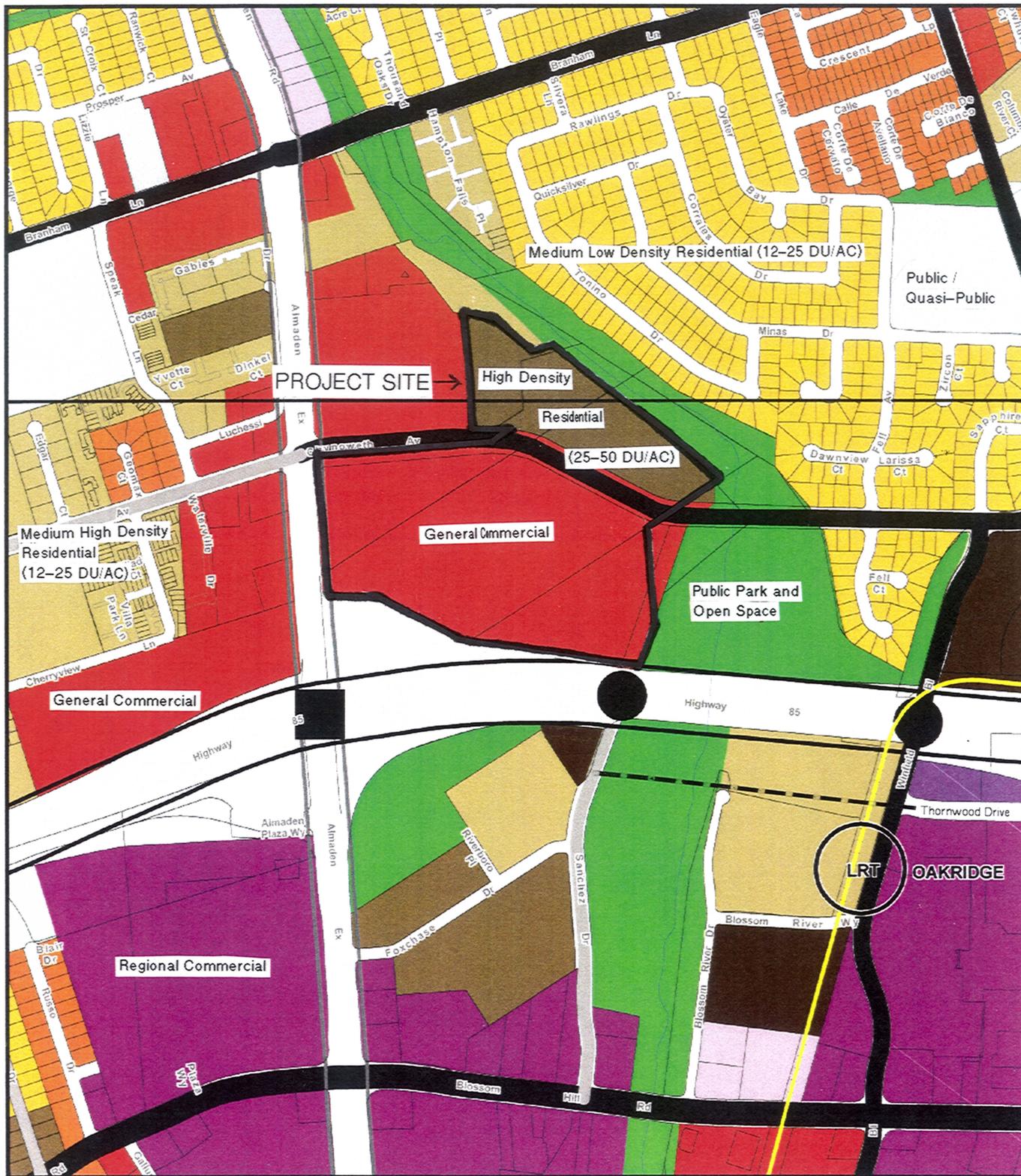


PROJECT SITE

LAWRENCE E. STONE — ASSESSOR  
Cadastral map for assessment purposes only.  
Compiled under R. & T. Code, Sec. 327.  
Effective Roll Year 2010-2011



Assessor's Parcels  
Figure 5

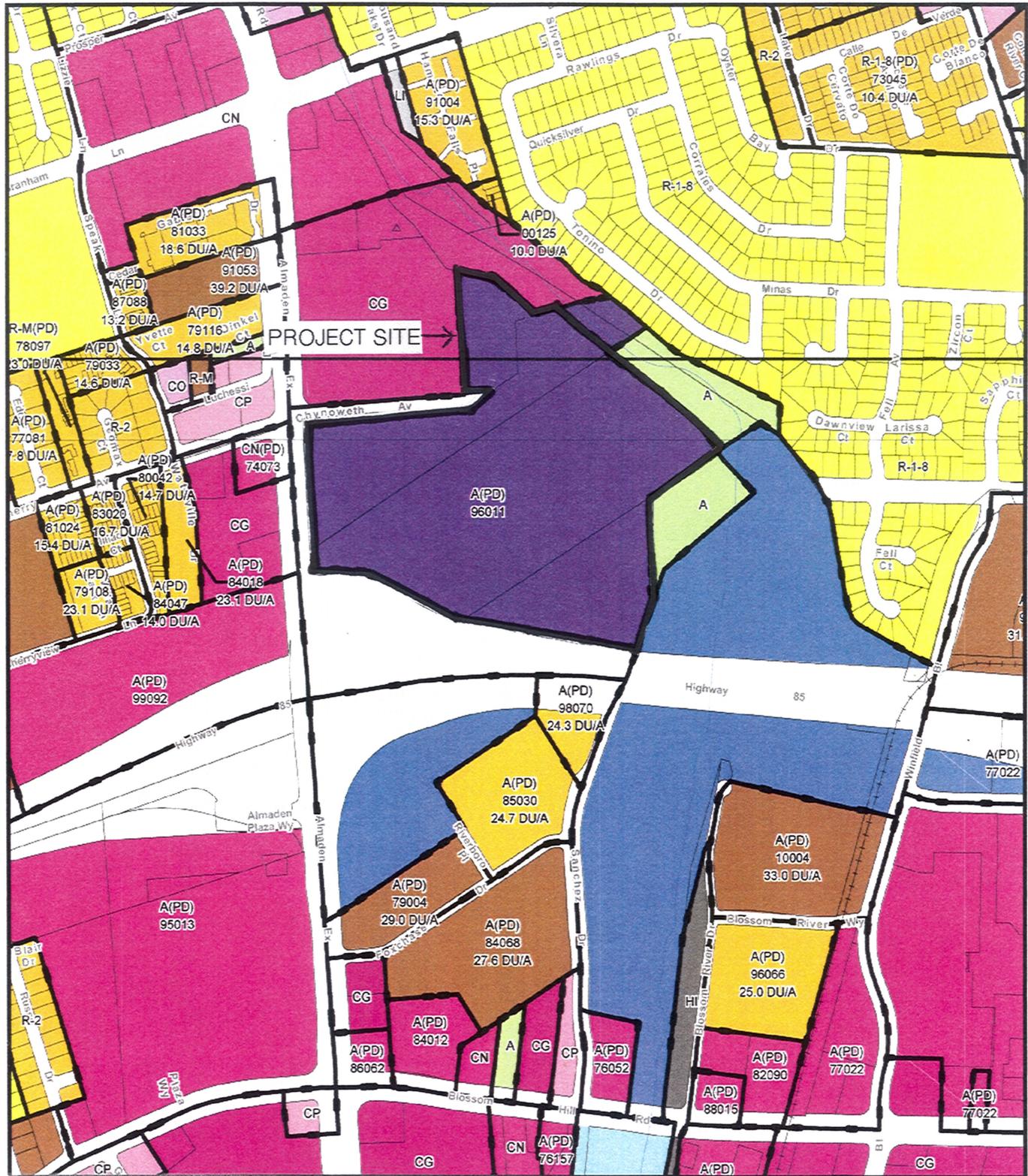


--- Thornwood Drive bridge as shown on the Draft Envision 2040 General Plan.

# General Plan Map

San Jose 2020

Figure 6



- A(PD) = Planned Development District
- R-1-8 = Single Family Residence District (8 units/acre)
- CG = General Commercial District
- CN = Neighborhood Commercial District
- A = Agricultural District

## Zoning Map

Figure 7



Aerial Photo of the Vicinity  
August, 2008

Figure 8



Aerial Photo of the Site  
August, 2008

Figure 9

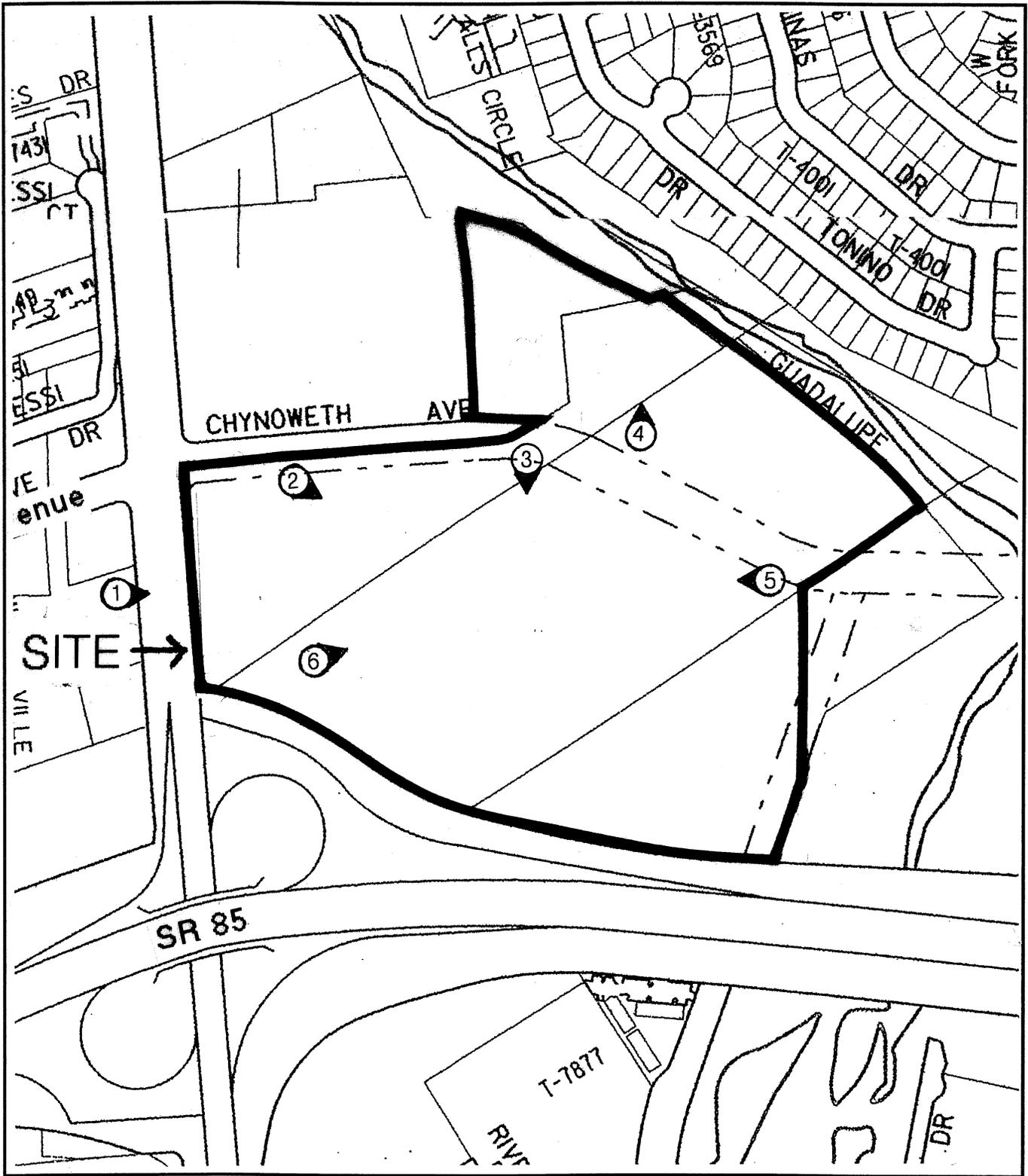
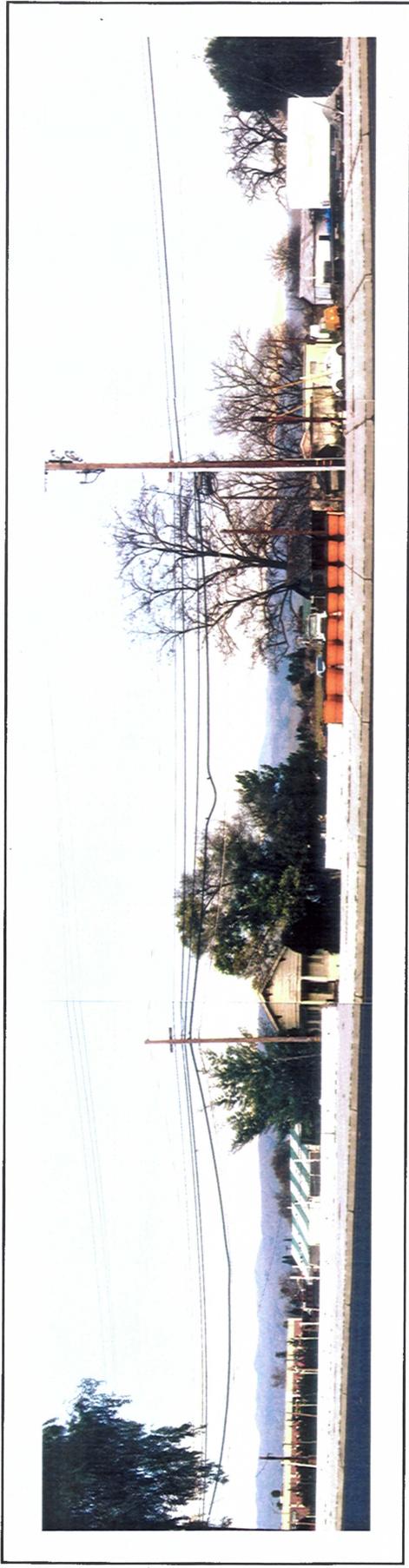
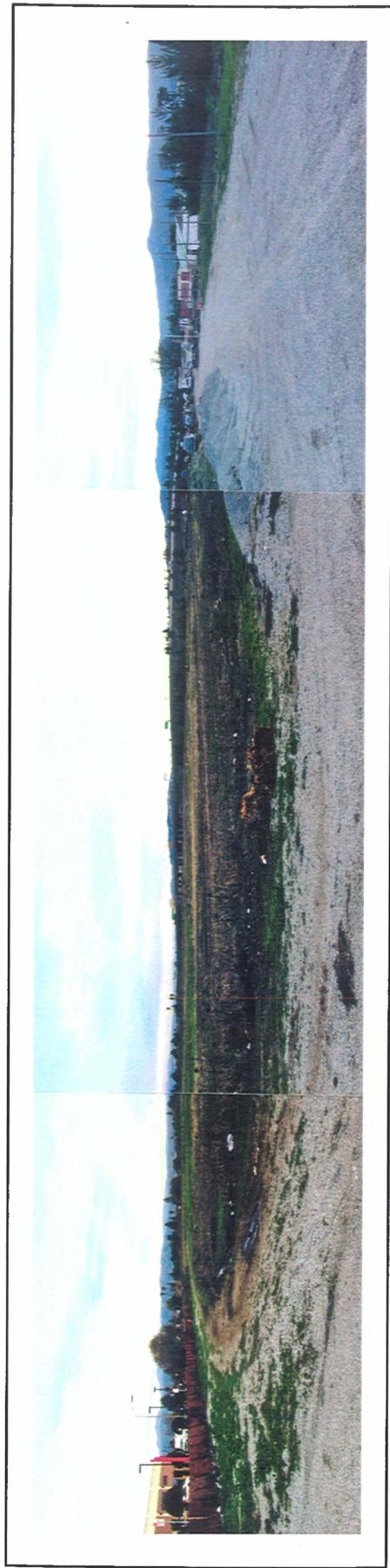


Photo Locations

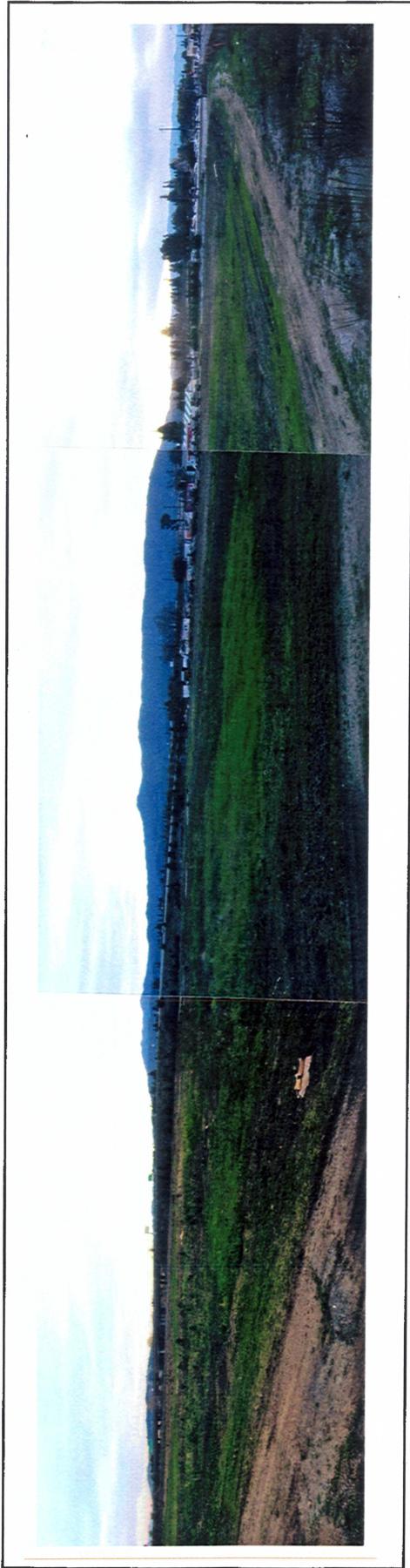
Figure 10



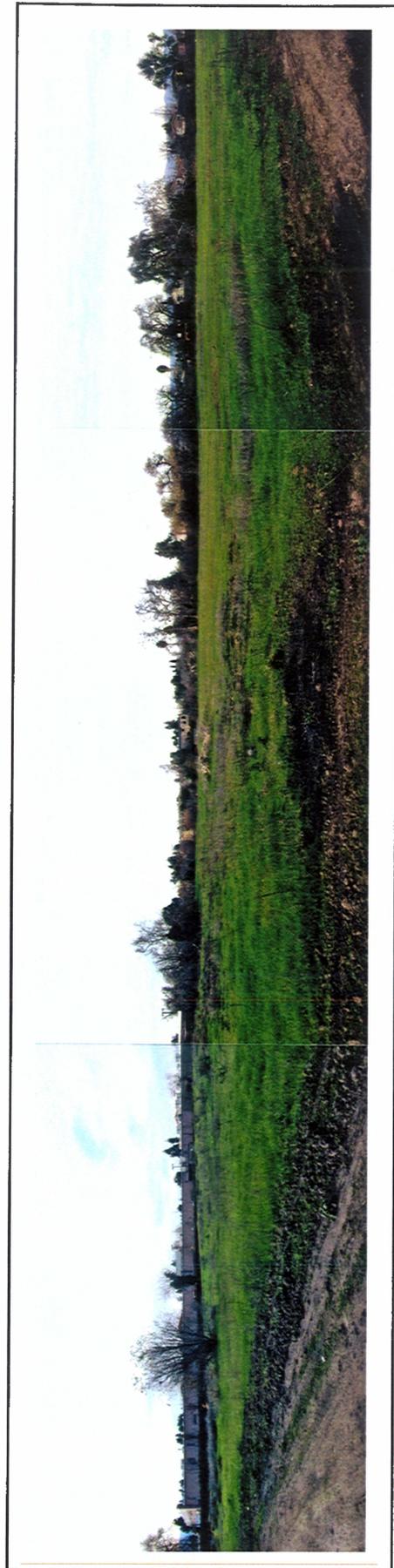
1. Viewing easterly from Almaden Expressway



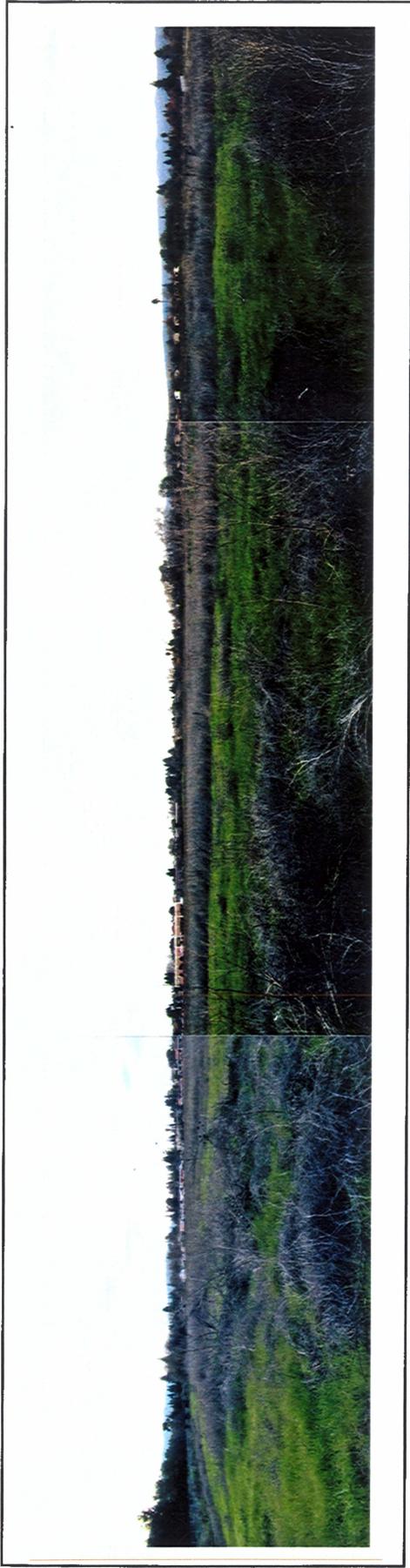
2. Viewing southeasterly from the northwesterly corner



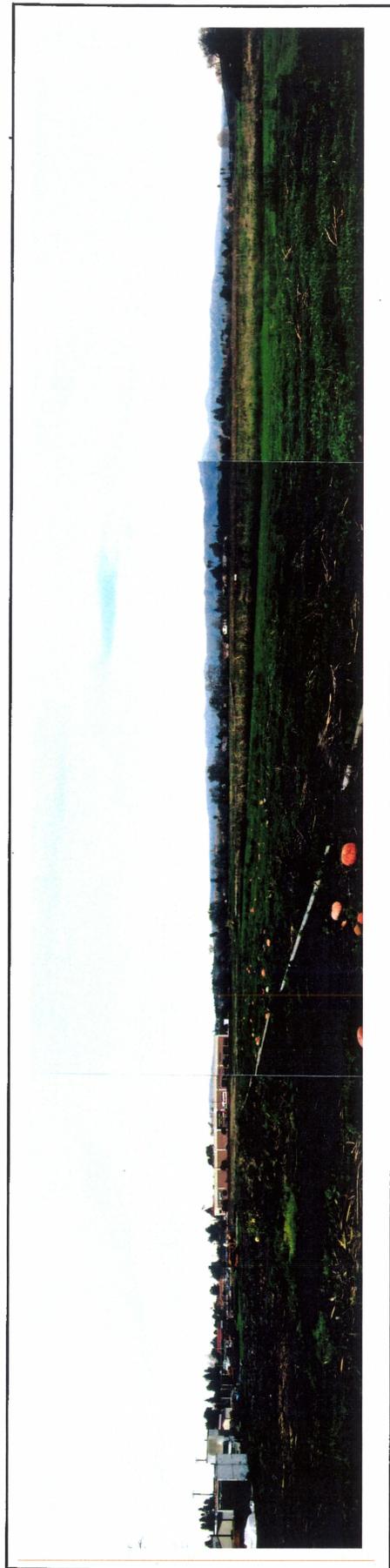
3. Viewing southerly from Chynoweth Avenue along the northerly boundary



4. Viewing northerly from west of the end of Chynoweth Avenue



5. Viewing westerly from along the easterly boundary



6. Viewing easterly from east of the westerly boundary

## I. Project Description

construction of up to 400,000 square feet of commercial uses and subsequent subdivision of the site. The Conceptual Site Plan includes uses for big box retail, midsize commercial pads, local-serving retail, and several small retail pads as well as a retail pad/gas station and drive-throughs. The estimated project data are shown on Table 1, and reduced copies of the conceptual project plans are shown on Figures 14 through 17. Full size copies are available for review at the City of San Jose Planning Division.

### **Commercial Uses**

Uses permitted in the project would include those uses permitted in the CG – Commercial, General Zoning District. These include, but are not limited to, such uses as financial institutions, business offices and agencies, personal service shops, professional offices, public eating establishments, and other retail businesses or retail commercial enterprises or any use similar to those listed. Development of the site would conform to the City’s Commercial Design Guidelines, Riparian Corridor Policy Guidelines, Lighting Policy, and Sign Ordinance.

### **Access**

Access is from Almaden Expressway, the extension of Cherry Avenue (formerly Chynoweth Avenue) and the proposed extension of Sanchez Drive through the site. The project includes the widening and construction of the extension of Cherry Avenue through the project site to connect with the present northerly terminus of Sanchez Drive located to the south. The public streets are to be constructed of asphaltic concrete on a rock base, with concrete curbs, gutters and sidewalks, and installed with street trees and electroliers in accordance with City standards.

The current *San Jose 2020 General Plan* Land Use/Transportation Diagram includes a bridge from the project site across the Guadalupe River connecting with existing Chynoweth Avenue to the east. The bridge is not planned as part of the project, and is not required for project circulation based on the traffic analysis in section III. N., Transportation / Traffic. The proposed plan would allow for a connection to the extension of Cherry Avenue (formerly Chynoweth Avenue) through the site if the bridge is built in the future. The Chynoweth Avenue bridge is also shown on the Draft *Envision San Jose 2040 General Plan*, and, in addition, there is a new proposed crossing added to the Plan at Thornwood Drive, as shown on the General Plan Map, Figure 6.

### **Parking**

Parking for the project will meet City parking standards, which include parking for bicycles, motorcycles and clean air vehicles, in accordance with Title 20 (Zoning Ordinance) of the San Jose Municipal Code.

### **Utilities**

All utilities required to serve the project, including sanitary sewer, wastewater treatment, water supply, storm drainage, natural gas, electricity and telephone, as further described in section III.

O., Utilities and Service Systems, would be provided with the project. All of the utilities within the project are to be installed underground.

### **Hydromodification Management Basin**

A hydromodification management basin, as shown on Figure 17, is planned within the riparian setback along the Guadalupe River frontage that will maintain runoff from the site at pre-development levels. Development of the basin would conform to the City's Riparian Corridor Policy Study.

### **Grading**

Although a conceptual grading plan has not been prepared, the final pad and street grading for the project is to be designed to conform to the natural ground as closely as possible. The amount of grading planned would be the minimum required to provide public streets that meet requirements for structural section and rate of grade, and to allow the construction of level building pads, public streets and parking areas with positive drainage. In addition to the pad and street excavation, trenching is required for the underground utilities and sewer and water systems.

Existing elevations on the site range from approximately 173 to 180 feet above sea level. Grading for the site southerly of the extension of Cherry Avenue will be such that the overland flow will be toward Almaden Expressway. This will require that the portion of the site adjacent to Almaden Expressway be raised several feet so that the site grades nearly match, or are above the grades along Almaden Expressway. Finish floor elevations in this area of the site are estimated to vary between 178 and 182 feet. Grading for the site northerly of the Cherry Avenue extension will direct overland flow toward a hydromodification management basin along the Guadalupe River frontage. The finish floor elevations of buildings in this northerly area are envisioned to be 180± feet.

Early design studies for the project show approximately 100,000 to 150,000 cubic yards of material being moved during the grading operations. The maximum finished cut or fill is estimated to be less than 5 feet, with the exception of the hydromodification management basin where the excavation to the bottom of the basin will be between 8 and 14 feet below existing ground. No significant import or export of material is expected.

### **Public Improvements**

Public improvements planned with the project include the additional dedication (as required) and improvement of Almaden Expressway adjacent to the project site and the extension of Cherry Avenue (formerly Chynoweth Avenue) and Sanchez Drive through the site. All streets within the project are proposed to be public streets that are to be dedicated and improved in accordance with City standards. The precise dedication and improvement widths and public street rights-of-way are to be in conformance with City plans and requirements. The geometrics of the Cherry Avenue extension include a non-striped bike lane.

## D. USES OF THE SEIR

This Subsequent Environmental Impact Report will be used to provide environmental review for the proposed project. It is the intent of this SEIR to provide the City of San Jose and the general public with relevant environmental information to use in considering the approval of the project. The following agency/agencies will use this SEIR in its/their decision making process for the discretionary approvals to implement the project, including those that are listed below.

Lead Agency: **City of San Jose**

- Planned Development (PD) Rezoning
- Planned Development Permit
- Tentative Map(s)
- Final Map(s)
- Grading Permit
- Building Permits

Responsible Agency: County of Santa Clara

- Encroachment Permit

Responsible Agency: California Department of Transportation (Caltrans)

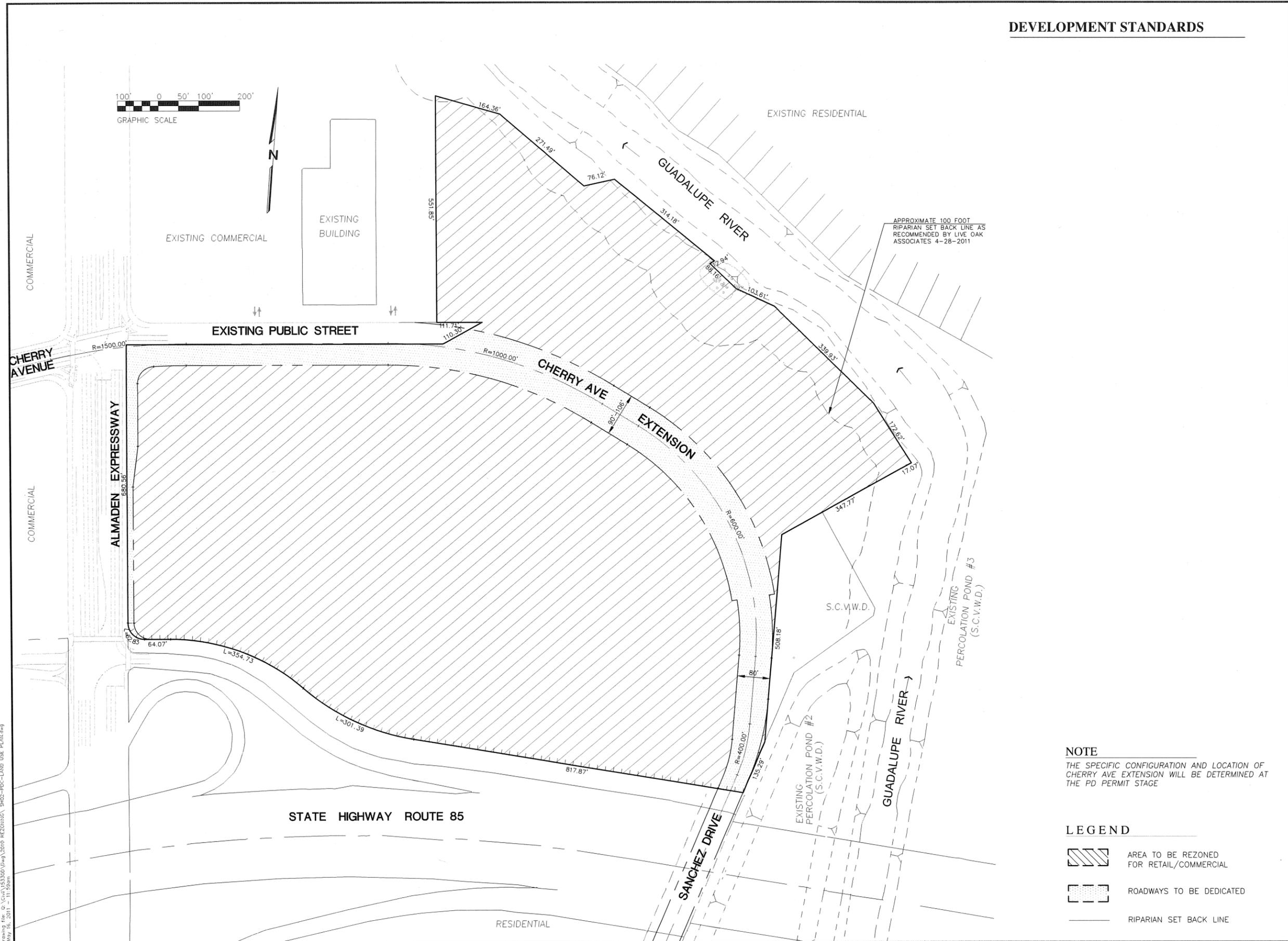
- Encroachment Permit

**Table 1. Estimated Project Data**

Category	Figure
Gross Acreage	43.5
Public Streets	4.5
Net Acreage	39.0
Maximum Building Square Footage	400,000
Maximum Building Height ( <i>feet</i> )	50
Floor Area Ratio (FAR)	0.24
Number of Employees*	1,000
Wastewater ( <i>gallons/day</i> )	30,400
Water Demand ( <i>gallons/day</i> )	40,000
Solid Waste ( <i>tons/year</i> )	183
Impervious Areas	Square Feet                      Percent
Existing	2,000                                      0.01
Project	1,462,700                                77
Start/Completion Dates	2011 / 2016

\* Based on 2.5 employees per 1,000 square feet of retail space.





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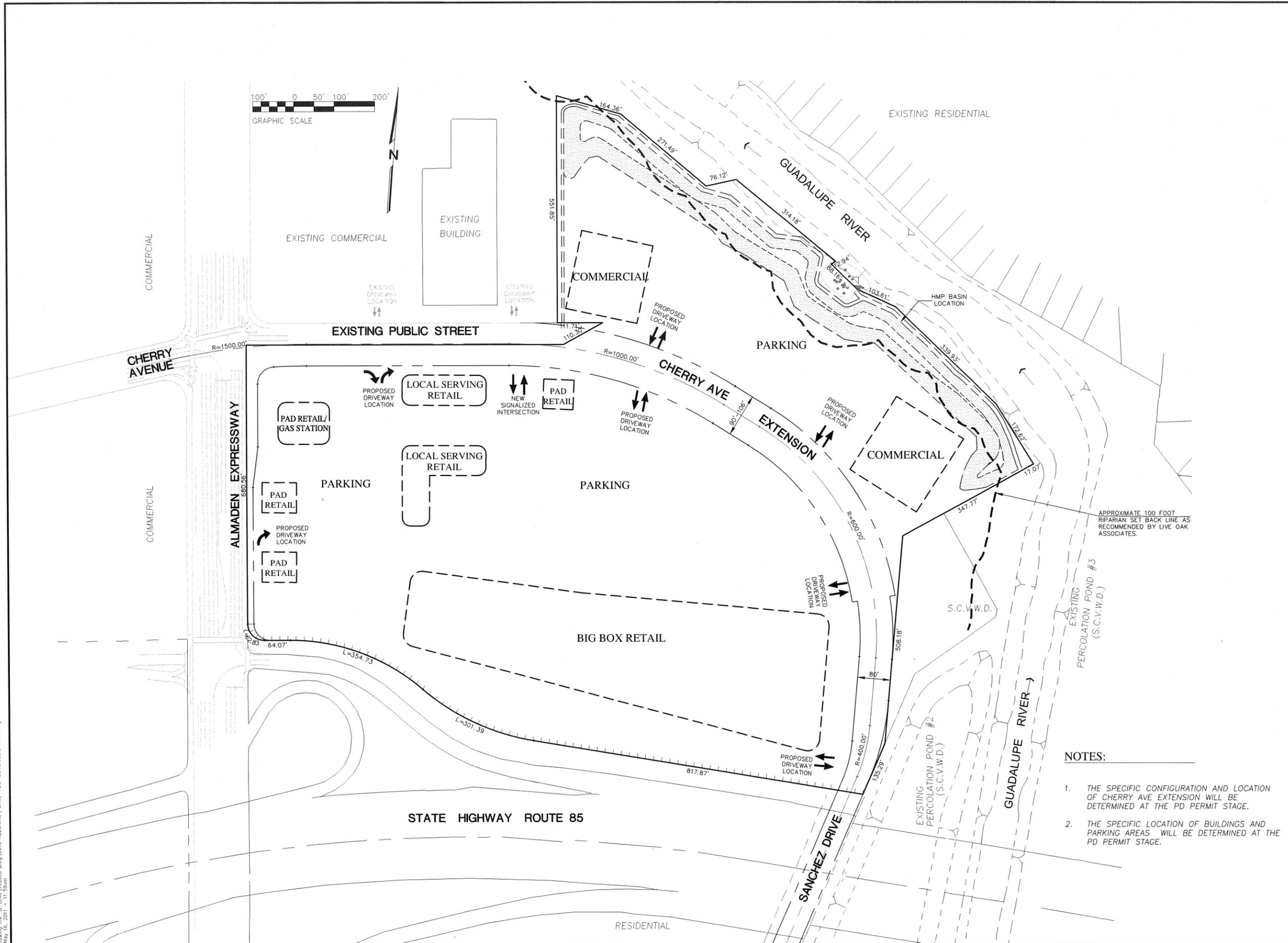
**DEVELOPMENT STANDARDS**

**NOTE**  
THE SPECIFIC CONFIGURATION AND LOCATION OF CHERRY AVE EXTENSION WILL BE DETERMINED AT THE PD PERMIT STAGE

- LEGEND**
- AREA TO BE REZONED FOR RETAIL/COMMERCIAL
  - ROADWAYS TO BE DEDICATED
  - RIPARIAN SET BACK LINE

<b>LAND USE PLAN/ DEVELOPMENT STANDARDS</b>	<b>GENERAL DEVELOPMENT PLAN EXHIBIT - C</b>	<p><b>R+G</b> RUTH AND GOING, INC. Civil Engineering Land Surveying Planning</p> <p>2216 THE ALAMEDA SANTA CLARA, CA 95050 TEL (408) 236-2400 FAX (408) 236-2410</p>												
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2 of 5 Sheets	Job No: 153300	Drawing												
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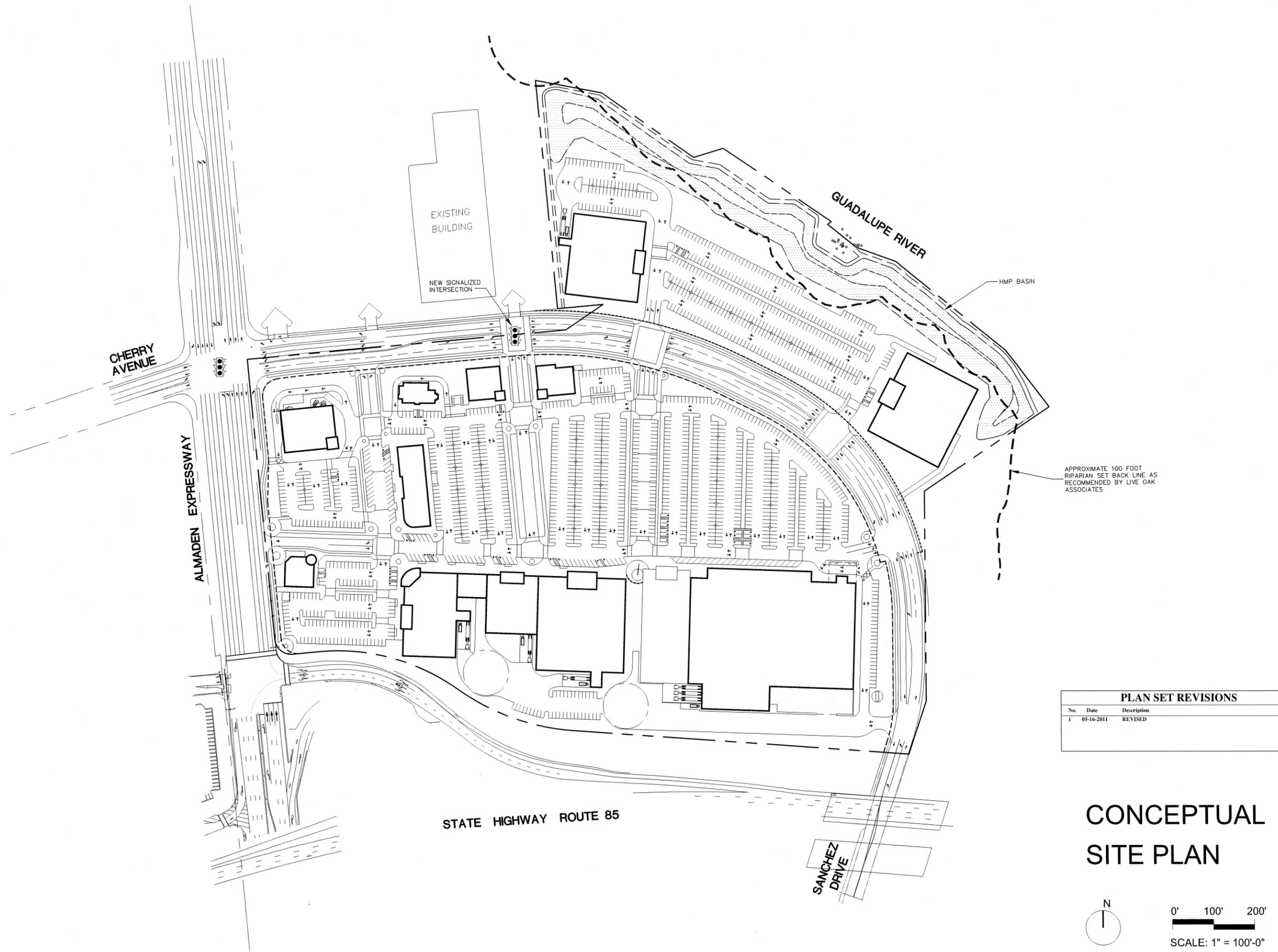
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- NOTES:**
1. THE SPECIFIC CONFIGURATION AND LOCATION OF CHERRY AVE EXTENSION WILL BE DETERMINED AT THE PD PERMIT STAGE.
  2. THE SPECIFIC LOCATION OF BUILDINGS AND PARKING AREAS WILL BE DETERMINED AT THE PD PERMIT STAGE.

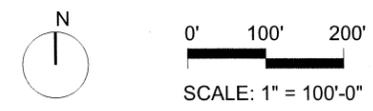
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<b>CONCEPTUAL USE LAYOUT</b>		<b>ALMADEN RANCH RETAIL CENTER</b>		SAN JOSE CALIFORNIA	
Scale 1"=100' Date 04-07-2010		3 of 5 Sheets Job No. 153300		Drawing	

NOTICE: CONSULT THE CONTRACT DOCUMENTS FOR THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED IN THIS PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED IN THIS PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED IN THIS PLAN.



PLAN SET REVISIONS		
No.	Date	Description
1	05-16-2011	REVISED

# CONCEPTUAL SITE PLAN



SGPA ARCHITECTURE + PLANNING  
 SAN FRANCISCO SAN DIEGO  
 developed by:  
**HUNTER PROPERTIES**  
 CUPERTINO, CA  
 Arcadia Development Co.  
 SAN JOSE, CA

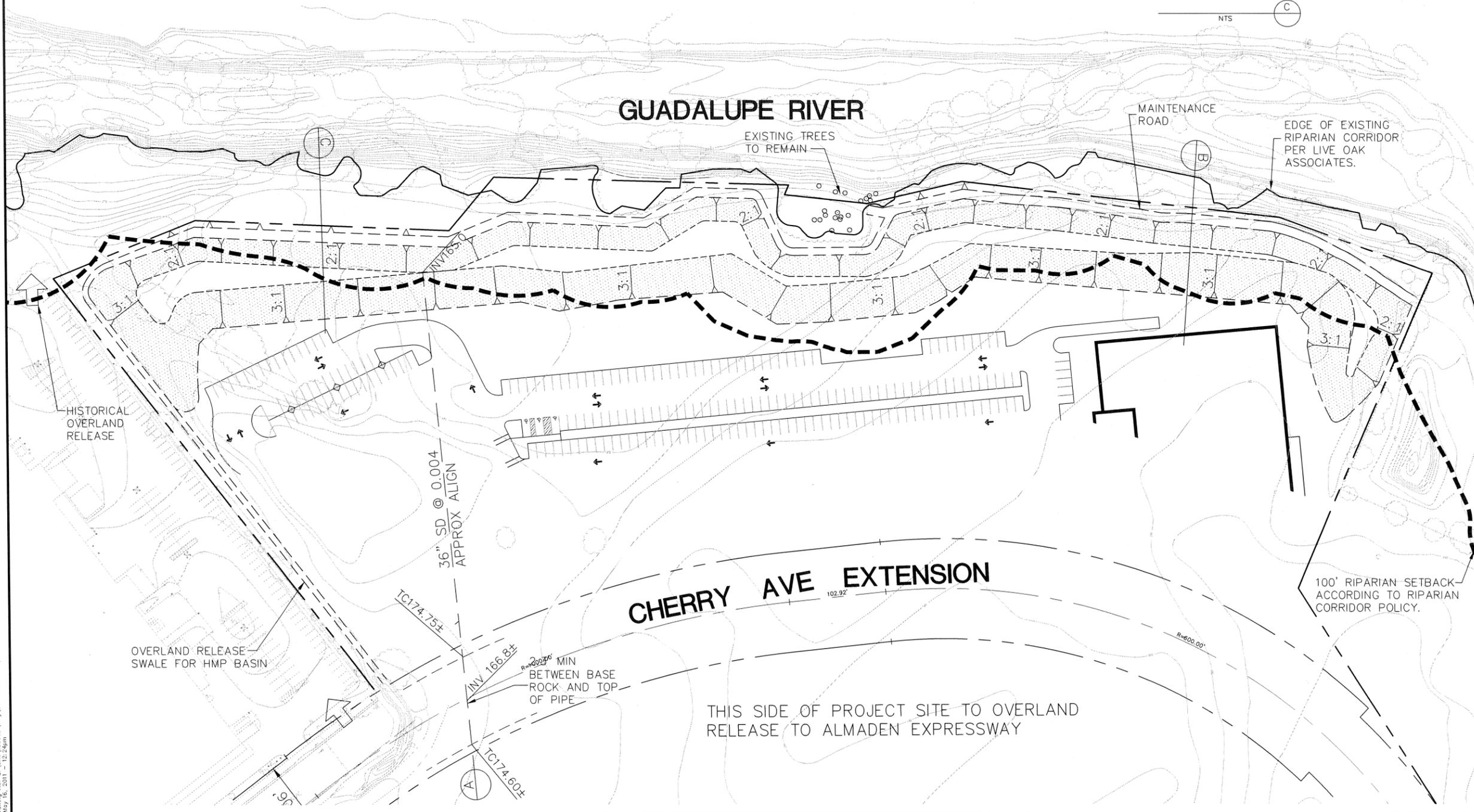
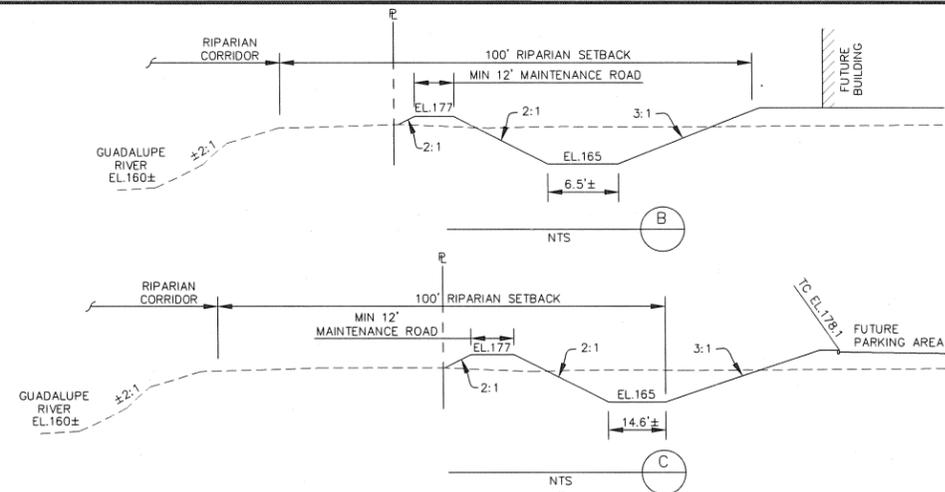
# ALMADEN RANCH

HIGHWAY 85 + ALMADEN EXPRESSWAY  
 SAN JOSE, CALIFORNIA

4 of 5 Sheets  
 21005-P01  
 02/16/2011  
 copyright © 2011 SGPA

RIPARIAN SETBACK & HMP BASIN AREAS WITHIN SITE

AREA OF SITE WITHIN RIPARIAN AREA/SETBACK	124,700 SQUARE FEET	2.86 ACRES
REMAINING HMP BASIN AREA OUTSIDE OF RIPARIAN BUFFER	40,900 SQUARE FEET	0.94 ACRES
TOTAL AREA OF HMP BASIN	125,500 SQUARE FEET	2.88 ACRES



Designated	Drawn	Checked	Copyright 2010 Ruth and Gong, Inc. All Rights Reserved	Mark	Date	By

Revisions	Description
05-16-2011 REVISED	

**R+G**  
**RUTH AND GONG, INC.**  
 Civil Engineering Land Surveying  
 Planning  
 2216 THE ALAMEDA SANTA CLARA, CA 95050  
 TEL. (408) 236-2400 FAX (408) 236-2410

**CONCEPTUAL HMP BASIN LAYOUT PLAN**  
**ALMADEN RANCH RETAIL CENTER**  
 CALIFORNIA  
 SAN JOSE

Scale 1"=50'
Date 02-22-11
5 of 5 Sheets
Job No. 153300
Drawing riparian-basin_area

NOTICE: Construction contractor shall be responsible for the accuracy of all data and drawings. The user of this information shall be responsible for the accuracy of the information. The user of this information shall be responsible for the accuracy of the information. The user of this information shall be responsible for the accuracy of the information.

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## **II. CONSISTENCY WITH ADOPTED PLANS AND POLICIES**

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*This section briefly describes adopted regional and local plans for the area and the project's consistency with them.*

### **A. BAY AREA 2010 CLEAN AIR PLAN**

The Bay Area Air Quality Management District (BAAQMD), in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), prepared the Bay Area 2005 Ozone Strategy. The Ozone Strategy serves as a roadmap showing how the San Francisco Bay Area will achieve compliance with the State one-hour air quality standard for ozone as expeditiously as practicable and how the region will reduce transport of ozone and ozone precursors to neighboring air basins. In 2010, BAAQMD adopted a new Clean Air Plan with the intent of updating the 2005 Ozone Strategy to comply with State air quality planning requirements as codified in the California Health and Safety Code.

The Bay Area 2010 Clean Air Plan (CAP) provides a comprehensive plan to improve Bay Area air quality and protect public health. The CAP defines a control strategy that the BAAQMD and its partners will implement to: 1) reduce emissions and decrease ambient concentrations of harmful pollutants; 2) safeguard public health by reducing exposure to air pollutants that pose the greatest health risk, with an emphasis on protecting the communities most heavily impacted by air pollution; and 3) reduce greenhouse gas (GHG) emissions to protect the climate.

#### **Consistency**

The proposed project would result in a net increase of up to 400,000 square feet of commercial/retail space on the project site. The increase in commercial/retail square footage would increase jobs within the City; but since San Jose has more employed residents than jobs, the project will not induce additional residential development in the region. The proposed project would not cause changes to local population projections or regional changes in vehicle use. As a result, the proposed project would not conflict with the CAP.

## **B. STATE WATER QUALITY CONTROL BOARD NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT**

The Porter-Cologne Water Quality Control Act and Federal Clean Water Act require local municipalities to implement measures to control construction and post-construction pollution entering local storm drainage systems to the maximum extent practicable. To comply with the requirements of the Porter-Cologne Water Quality Control Act and Federal Clean Water Act, the State Water Resources Control Board (SWRCB) implemented a National Pollution Discharge Elimination System (NPDES) Permit for the Santa Clara Valley. Subsequent to implementation of the Permit, the San Francisco Regional Water Quality Control Board (RWQCB) issued a Municipal Storm Water NPDES Permit to fifteen co-permittees: the City of San Jose, twelve other municipalities within the Santa Clara Basin watershed area, the County of Santa Clara, and the Santa Clara Valley Water District (SCVWD). Two programs, the Nonpoint Source Pollution Program and the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), have been implemented under the NPDES Permit to control construction and post-construction runoff.

### **Nonpoint Source Management Plan**

In 1988, the SWRCB adopted the Nonpoint Source Management Plan in an effort to control nonpoint source pollution in California. In December, 1999, the Plan was updated to comply with the requirements of Section 319 of the Clean Water Act and Section 6217 of the Coastal Zone Act Reauthorization Amendment of 1990. The Nonpoint Source Management Plan, which requires individual permits to control discharge associated with construction activities, is administered by the RWQCB under the NPDES General Permit for Construction Activities. Projects must comply with the requirements of the Nonpoint Source Management Plan if:

- they disturb one acre or more of soil; or
- they disturb less than one acre of soil but are part of a larger development that, in total, disturbs one acre or more of soil.

The NPDES General Permit for Construction Activities requires the developer to submit a Notice of Intent (NOI) to the RWQCB and to develop a Stormwater Pollution Prevention Plan (SWPPP) to control discharge associated with construction activities.

### **Consistency**

Implementation of the proposed project would disturb more than one acre of soil and would require compliance with the Nonpoint Source Management Plan. In accordance with the stormwater discharge requirements of the NPDES General Permit for Construction Activities, the project includes plans that address both construction and post-construction periods and specifies erosion and sediment control measures, waste disposal controls, maintenance responsibilities and non-stormwater management controls. Specific stormwater control measures that are proposed with the project consist of measures such as vegetated filter strips, vegetated swales, bioretention, flow-through planter boxes, permeable pavement, drain inserts

## II. Consistency with Adopted Plans and Policies

and a hydromodification management basin or underground storage, as detailed in section III. J., Hydrology and Water Quality. With the implementation of the proposed measures, the proposed project would be consistent with the Nonpoint Source Management Plan.

## **C. SANTA CLARA VALLEY URBAN RUNOFF POLLUTION PREVENTION PROGRAM**

The Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) was developed by the RWQCB to assist co-permittees to implement the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit. The co-permittees consist of an association of 13 cities and towns in the Santa Clara Valley, together with Santa Clara County and the Santa Clara Valley Water District. The Program was developed in accordance with the requirements of the 1986 San Francisco Bay Basin Water Quality Control Plan for the purpose of reducing water pollution associated with urban stormwater runoff. This Program was also designed to fulfill the requirements of Section 304(1) of the Federal Clean Water Act, which mandated that the EPA develop NPDES Permit application requirements for various stormwater discharges, including those from municipal storm drain systems and construction sites. The Program's Municipal NPDES Permit includes provisions requiring regulation of stormwater discharges associated with new development and development of an area-wide watershed management strategy. The Permit also identifies recommended actions for the preservation, restoration and enhancement of the San Francisco Bay Delta Estuary.

The State Water Resources Board implements the NPDES General Permit for Construction Activities (Construction General Permit). Projects must comply with the Construction General Permit if they disturb one acre or more of soil; or they disturb less than one acre of soil but are part of a larger development that, in total, disturbs one acre or more of soil. A Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared prior to commencement of construction. The Urban Runoff Pollution Prevention Program assists the co-permittees in implementing the provisions of this Permit.

Provision C.3 of the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP) to discharge stormwater provides enhanced performance standards for the management of stormwater for new development and redevelopment projects. New projects and redevelopment projects are required to design and implement post-construction stormwater treatment systems to reduce stormwater runoff pollution and prevent increases in runoff flows.

Applicable projects consist of all new public and private projects that create 10,000 square feet or more of impervious surface collectively over the entire project site and redevelopment projects that add or replace 10,000 square feet or more of impervious surface area on the project site. Additional requirements must be met by large projects (formerly known as Group 1 projects) that create one acre or more of impervious surfaces. These large projects must control increases in runoff peak flow, volume and duration (referred to as Hydromodification) caused by the project if the increase in stormwater runoff has the potential to cause erosion or other adverse impacts to receiving streams.

## II. Consistency with Adopted Plans and Policies

### **Consistency**

The preparation and submittal of a NOI and a SWPPP to the State Water Resources Control Board to comply with the stormwater discharge requirements of the NPDES Construction General Permit are included in the proposed project, as detailed in section III. J., Hydrology and Water Quality. Post-construction stormwater treatment control measures and hydromodification controls in accordance with Provision C.3 of the MRP NPDES Permit would be included. The proposed project would be consistent with the Santa Clara Valley Urban Runoff Pollution Prevention Program.

## **D. SANTA CLARA COUNTY CONGESTION MANAGEMENT PROGRAM**

The Santa Clara Valley Transportation Authority (VTA) oversees the Santa Clara County Congestion Management Program (CMP). The relevant State legislation requires that all urbanized counties in California prepare a CMP to obtain each county's share of the increased gas tax revenues. The CMP legislation requires that each CMP contain five mandatory elements: 1) a system definition and traffic Level of Service (LOS) standard element; 2) a multimodal performance measures element; 3) a transportation demand management and trip reduction element; 4) a land use impact analysis program element; and 5) a capital improvement program element. In addition to these five elements, other actions, such as the development of a countywide transportation model and database element, an annual monitoring and conformance element, and a deficiency plan element, which are necessary to meet the requirements of the statute. The CMP is also guided by the five broad goal areas identified in VTA's Strategic Plan: 1) enhance customer focus, 2) improve mobility and access, 3) integrate land use and transportation, 4) maintain financial stability and 5) increase employee ownership.

### **Consistency**

A CMP analysis was performed for four intersections that would be affected by the proposed project, as detailed in section III. N., Transportation / Traffic, and in the transportation impact analysis in Appendix I. All four of the CMP intersections analyzed would conform to the CMP LOS standard and policy with the addition of project traffic; therefore, the proposed project would be consistent with the Santa Clara County Congestion Management Program.

## **E. THE SAN JOSE 2020 GENERAL PLAN**

The *San Jose 2020 General Plan*, adopted on August 16, 1994, is a comprehensive long-term plan for the City of San Jose. This General Plan represents the City's assessment of the amount, type, and phasing of development needed to achieve the City's social, economic and environmental goals. The elements and parts of this plan comprise an integrated, internally consistent and compatible statement of the official land use policy of the City of San Jose. It contains a statement of development policies and includes a Land Use/Transportation Diagram as well as text which set forth the objectives, major strategies, principles, goals and policies, standards and plan proposals.

The Land Use/Transportation Diagram, Major Strategies and Goals and Policies set forth in the plan guide the action of the City in its attempts to achieve its long term objectives. Discussions of the land use element, major strategies, and policies that are applicable to the project follow along with a discussion of the project's consistency.

### **Land Use/Transportation Diagram**

The Land Use/Transportation Diagram land use designations for the project site are General Commercial in the southwestern majority of the site with High Density Residential (25-50 DU/AC) in the northeasterly portion along the Guadalupe River. The proposed project is consistent with the General Commercial portion of the site, but not with the High Density Residential portion shown on the *San Jose 2020 General Plan* Land Use/Transportation Diagram.

There is a land use designation change pending as part of the San Jose 2040 General Plan Update which, if approved, would change the land use designation on the entire site to Regional Commercial.

### **Major Strategies**

#### **Economic Development Strategy**

The Economic Development Strategy goals and policies are necessitated by an existing local government tax base that requires cities to maximize tax revenue from non-residential development to support the services required by residential land uses. Currently, the City of San Jose provides the majority of affordable housing for employment opportunities in other cities, and is deficient in terms of job growth. The City's Economic Development Strategy strives to make San Jose a more balanced community by: 1) encouraging more commercial and industrial growth to balance existing residential development; 2) equitably distributing job centers and residential areas; and 3) controlling the timing of development. San Jose currently has a surplus of housing in relation to employment opportunities, which is referred to as a jobs/housing imbalance. This imbalance makes it difficult to provide adequate urban services because residential development does not generate sufficient revenue to cover service demands. Economic development is, therefore, a priority for San Jose.

## II. Consistency with Adopted Plans and Policies

**Consistency:** The majority of the project site is currently vacant land with a small amount of development at the southwesterly portion. The site has historically been used to grow and sell produce. Approval of the proposed rezoning and subsequent development of the site with the proposed project would result in development of up to 400,000 square feet of new commercial uses, which would increase jobs in the City, thereby benefiting the existing jobs/housing imbalance and increasing revenue for City services. The proposed rezoning and project are consistent with the City's Economic Development Strategy.

### **Growth Management Strategy**

The purpose of the Growth Management Strategy is to find the delicate balance between the need to house new populations and the need to balance the City's budget, while providing acceptable levels of service. The City's strategy for growth management can best be described as the prudent location of new development to maximize the efficient use of urban facilities and services, and, to this end, the General Plan encourages infill development within urbanized areas.

**Consistency:** Approval of the proposed rezoning and implementation of the proposed project would result in a commercial/retail development on an infill location in the southerly part of the city. The project will provide new jobs in a highly urbanized area of the City and will increase revenue for City services. The proposed rezoning project is consistent with the City's Growth Management Strategy.

### **Sustainable City Strategy**

The Sustainable City Strategy is a statement of San Jose's commitment to becoming an environmentally and economically sustainable city. Programs promoted under this strategy include recycling, waste disposal, water conservation, transportation demand management, and energy efficiency. The Sustainable City Strategy is intended to support these efforts by ensuring that development is designed and built in a manner consistent with the efficient use of resources and environmental protection.

**Consistency:** Approval of the proposed rezoning and implementation of the proposed project would result in a commercial center on a major roadway that is well served by a public transportation system and within close proximity to residential development. The site will be developed with green building design standards and will provide new jobs and revenue to the City of San Jose. The proposed rezoning project is consistent with the City's Sustainable City Strategy.

The proposed project will comply with the City's "Build it Green" policies and will include design features that improve energy and water use efficiency and reduce consumption and waste, as discussed in more detail in section II. H., Green Building Policy, section III. F., Energy, and section III. H., Greenhouse Gas Emissions. The project locates retail commercial uses near convenient transit. The proposed project is generally consistent with the Sustainable City Major Strategy; however, due to the size of the project, the increase in greenhouse gas emissions would be a significant and unavoidable impact.

## Goals and Policies

### **Commercial Land Use Policy No. 2**

*“New commercial uses should be located in existing or new shopping centers or in established strip commercial areas. Isolated spot commercial developments and the creation of new strip commercial areas should be discouraged.”*

The project proposes a new commercial development along Almaden Expressway, which is a major commercial thoroughfare; and regional and local-serving commercial establishments exist on both sides of Almaden Expressway between Blossom Hill Road to the south and Branham Lane to the north.

### **Economic Development Policy No. 1**

*“The City should reduce the present imbalance between housing and employment by seeking to obtain and maintain an improved balance between jobs and workers residing in San Jose. A perfect balance between the number of jobs and employed residents may not be achievable but the City should strive to achieve a minimum ratio of 0.80 jobs/employed residents to attain greater fiscal stability.”*

The project provides for up to 400,000 square feet of new commercial development, resulting in the creation of up to approximately 1,000 new jobs within San Jose. In addition, the project removes the potential for up to 400 residential units that would be allowed by the existing site zoning.

### **Economic Development Policy No. 2**

*“To enhance its economic development goals and increase employment opportunities for San Jose citizens, the City should:*

- Seek to attract businesses and industries which are particularly suited to the area.*
- Protect the industrial lands designated exclusively for industrial uses.*
- Attract a diverse mixture of businesses and industries that can provide jobs suitable for the City’s unemployed and under-employed labor force.”*

The project provides for up to 400,000 square feet of new commercial development, resulting in the creation of up to approximately 1,000 new jobs within San Jose. The project has no impact on industrial lands.

### **Urban Design Policy No. 22**

*“Design guidelines adopted by the City Council should be followed in the design of development projects.”*

## II. Consistency with Adopted Plans and Policies

The project will be designed in accordance with the City's Commercial Design Guidelines and any other appropriate design guidelines adopted by the City Council.

### **Urban Design Policy No. 26**

*"Uses that discourage pedestrian activity and movement such as uses that serve the occupants of vehicles, i.e., drive-up service windows, are not considered appropriate along major transit thoroughfares without nearby light rail park and ride lots or freeway access. Uses that serve the vehicle, such as car washes and service stations, may be considered appropriate in these areas when they do not disrupt pedestrian flow, are not concentrated, do not break up the building mass of the streetscape, and are compatible with the planned uses of the area. In transit corridors with an accessible freeway and/or near light rail park and ride lots, drive-through uses may be allowed consistent with other goals and policies in the General Plan."*

The project site is located alongside a major thoroughfare with nearby freeway access; thus, if a drive-through use is proposed with the project, it would be consistent with this policy. The proposed service station would not disrupt pedestrian flow, does not break up the building mass of the streetscape, and is compatible with the planned use of the area.

### **Level of Service (Traffic) Policy No. 5**

*"The minimum overall performance of City streets during peak travel periods should be level of service 'D'.*

- Development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "E" or worse. These mitigation measures typically involve street improvements. When the mitigation for vehicular traffic compromises community livability by removing street trees, reducing front yards, or creating other neighborhood impacts, then improvements to transit, bicycle, or pedestrian facilities may be considered in combination with more appropriate street improvements to meet the level of service standard."*

Two of the seven intersections evaluated in the transportation impact analysis for the proposed project would operate below Level D under existing plus approved plus project conditions. Mitigation measures are included for both intersections that would restore their level of service to existing plus approved conditions or better, as discussed in more detail in section III. N., Transportation / Traffic.

### **Transportation (Thoroughfares) Policy No. 3**

*"Public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function."*

## II. Consistency with Adopted Plans and Policies

Public improvements planned with the project include the additional dedication (as required) and improvement of the Cherry Avenue extension (formerly Chynoweth Avenue) and its connection with an extension of Sanchez Drive, and of Almaden Expressway adjacent to the site. The precise dedication and improvement widths and public street rights-of-way will be in conformance with City plans and requirements.

### **Transportation (Truck Facilities) Policy No. 32**

*“Freight loading and unloading for new or rehabilitated industrial and commercial developments should be designed to not occur on public streets.”*

Freight loading and unloading for the proposed commercial buildings will not be located on public streets.

### **Transportation (Parking) Policy No. 33**

*“Adequate off-street parking should be required in conjunction with all future developments. The adequacy and appropriateness of parking requirements in the Zoning Code should be periodically re-evaluated.”*

The proposed project will meet the Zoning Code parking requirements.

### **Transportation (Parking) Policy No. 34**

*“Public parking facilities should be located and designed in order to maximize the number of land use activities which can utilize the facility and to maximize utilization which can occur throughout the 24-hour day. Joint use parking facilities should also be encouraged in private developments.”*

Parking throughout the project will be available and utilized by all uses within the center.

### **Transportation (Parking) Policy No. 35**

*“Reserved parking for the handicapped should be allocated at all public off-street parking sites.”*

Handicapped parking spaces will be provided close to the planned uses in accordance with Zoning Code and Americans with Disabilities Act (ADA) parking requirements.

### **Transportation (Bicycling) Policy No. 55**

*“Bicycle parking facilities that are secure and convenient should be an integral component of such activity centers as major public facilities, business and employment sites and shopping centers.”*

Convenient, secure bicycle parking facilities will be provided throughout the project in accordance with Zoning Code requirements.

## II. Consistency with Adopted Plans and Policies

### **Riparian Corridors and Upland Wetlands Policy No. 2**

*“New public and private development adjacent to riparian corridors should be consistent with the provisions of the Riparian Corridor Policy Study.”*

The proposed 100-foot riparian setback is consistent with the provisions of the Riparian Corridor Policy Study, as discussed in more detail in section III. D., Biological Resources.

### **Riparian Corridors and Upland Wetlands Policy No. 3**

*“New development within the Urban Service Area should be set back from the outside edge of riparian habitat (or top of bank, whichever is greater) a distance sufficient to buffer the impacts of adjacent human activities and provide avenues for wildlife dispersal.”*

The project includes a 100-foot setback from the outside edge of riparian habitat, which will buffer the impacts of adjacent human activities and provide avenues for wildlife dispersal.

### **Riparian Corridors and Upland Wetlands Policy No. 4**

*“New development should be designed to protect adjacent riparian corridors from encroachment of lighting, exotic landscaping, noise and toxic substances into the riparian zone.”*

Lighting will be designed so that it is not directed toward the riparian corridor, as described in section III. D., Biological Resources. Landscape plantings within the riparian setback area, if any, will be comprised of trees, shrubs and/ or groundcover species that are riparian and native to the region. No loading docks are planned in the eastern portion of the site. All urban runoff from the site will drain through the HMP basin before entering the Guadalupe River, as described in section III. J., Hydrology and Water Quality.

### **Riparian Corridors and Upland Wetlands Policy No. 6**

*“The City encourages appropriate native plant restoration projects along riparian corridors, upland wetlands, and in adjacent upland areas.”*

Plantings around the proposed HMP basin and landscape plantings within the riparian setback area, if any, will be comprised of trees, shrubs and/ or groundcover species that are riparian and native to the region, which will enhance the riparian corridor habitat along the Guadalupe River.

### **Species of Concern Policy No. 2**

*“Habitat areas that support Species of Concern should be retained to the greatest extent feasible.”*

No disturbance to the existing riparian corridor habitat along the Guadalupe River is planned with the project; and the 100-foot setback would enhance existing habitat areas along the river that may support Species of Concern.

## II. Consistency with Adopted Plans and Policies

### **Species of Concern Policy No. 4**

*“New development on undeveloped properties throughout the City contributes to the regional loss of Burrowing Owl habitat. To offset this loss of habitat, the city should require either habitat preservation on or off site or other appropriate measures for habitat acquisition, habitat enhancement and maintenance of local habitat bank.”*

As described in section III. D., Biological Resources, the project site supports potentially suitable nesting habitat for burrowing owls (i.e., ground squirrel burrows), although no direct sightings or secondary evidence of burrowing owls was observed during protocol-level surveys of the site in 2010. Burrowing owls are considered to be absent from the site as they have never been documented as occurring on the site. No habitat preservation is planned with the project.

### **Urban Forest Policy No. 2**

*“Development projects should include the preservation of ordinance-sized, and other significant trees. Any adverse affect on the health and longevity of native oaks, ordinance sized or other significant trees should be avoided through appropriate design measures and construction practices. When tree preservation is not feasible, the project should include appropriate tree replacement. In support of these policies the City should:”*

- *Continue to implement the Heritage Tree program and the Tree Removal Ordinance.*
- *Consider the adoption of Tree Protection Standards and Tree Removal Mitigation Guidelines.”*

Trees on the site will be assessed when specific site designs are developed at the PD Permit stage to determine which ones will be removed. Any trees that are to be removed will be replaced in conformance with the City’s requirements, as further described in section III. D., Biological Resources.

### **Urban Forest Policy No. 4**

*“In order to realize the goal of providing street trees along all streets, the City should:”*

- *Establish and maintain a master plan for the urban forest that identifies approved tree species; planting, stock, care and maintenance standards; and the community and collective approach to successfully manage a thriving sustainable Urban Forest.*
- *Require the planting and maintenance of street trees as a condition of approval.*
- *Continue the program for the management and conservation of street trees which catalogs street tree stock replacement and rejuvenation needs.”*
- *Establish and maintain a City inventory of all street trees.*
- *Encourage that street trees and trees limited by impervious area be planted with structural soil to promote full growth and health.”*

## II. Consistency with Adopted Plans and Policies

Street trees as selected by the City arborist will be installed along all public streets within the project.

### **Urban Forest Policy No. 6**

*“Trees used for new plantings in urban areas should be selected primarily from species with low water requirements.”*

Trees with low water requirements will be considered by the City arborist in the selection of street trees.

### **Urban Forest Policy No. 8**

*“Where urban development occurs adjacent to natural plant communities (e.g., oak woodland, riparian forest), landscape plantings should incorporate tree species native to the area to the greatest extent feasible.”*

Native tree species will be utilized in the landscaping for the project.

### **Urban Forest Policy No. 9**

*“Disturbance to trees in riparian areas should be avoided.”*

No tree within the 100-foot riparian corridor habitat setback along the northeasterly site boundary is to be removed with the project; and tree protection measures are to be implemented near any trees in the riparian area during construction.

### **Water Resources Policy No. 1**

*“The City, in consultation with the Santa Clara Valley Water District, other public agencies and the SCVWD’s Water Resources Protection Guidelines and Standards (2006 or as amended), should restrict or carefully regulate public and private development in streamside areas so as to protect and preserve the health, functions and stability of streams and stream corridors.”*

The project includes a 100-foot setback from the outside edge of the riparian habitat and all urban runoff from the site will drain through the HMP basin before entering the Guadalupe River, as described in section III. J., Hydrology and Water Quality.

### **Water Resources Policy No. 12**

*“The City should promote the use of recycled water when feasible and appropriate.”*

A recycled water source is not currently available to the project site, and there are no plans to extend a recycled water line to the site at this time. Typical commercial applications for recycled water include landscaping irrigation and water for flush toilets; the project will incorporate recycled water for irrigation where possible when it does become available.

## II. Consistency with Adopted Plans and Policies

### **Water Resources Policy No. 13**

*“For all new discretionary development permits for projects incorporating large paved areas or other hard surfaces (e.g., building roofs), or major expansion of a building or use, the City should require specific construction and post-construction measures to control the quantity and improve the water quality of urban runoff, striving for zero increase in offsite runoff compared to natural or pre-developed conditions.”*

The proposed project includes stormwater discharge plans that address both construction and post-construction periods, as discussed in more detail in section III. J., Hydrology and Water Quality.

### **Energy Policy No. 4**

*“The energy efficiency of proposed new development should be considered when land use and development review decisions are made. The City’s design techniques include provisions for solar access, for siting structures to maximize natural heating and cooling, and for landscaping to aid passive cooling protection from prevailing winds and maximum year-round solar access.”*

The energy efficiency of the proposed project will be considered during the City’s review process.

### **Hazards Policy No. 1**

*“Development should only be permitted in those areas where potential danger to the health, safety, and welfare of the residents of the community can be mitigated to an acceptable level.”*

There are no identified hazards such as ground rupture or landslides at the project site. Seismic ground shaking will be mitigated by compliance with the Uniform Building Code in the construction of buildings on the site, and the potential hazard of liquefaction will be addressed as described in section III. G., Geology and Soils.

### **Noise Policy No. 1**

*“The City’s acceptable noise level objectives are 55 DNL as the long-range exterior noise quality level, 60 DNL as the short-range exterior noise quality level, 45 DNL as the interior noise quality level, and 76 DNL as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San Jose International Airport, the Downtown Core Area, and along major roadways may not be achieved in the time frame of this Plan. To achieve the noise objectives, the City should require appropriate site and building design, building construction and noise attenuation techniques in new residential development.”*

The project will comply with City noise requirements.

## II. Consistency with Adopted Plans and Policies

### **Noise Policy No. 8**

*“The City should discourage the use of outdoor appliances, air conditioners, and other consumer products which generate noise levels in excess of the City’s exterior noise level guidelines.”*

Post-construction mechanical equipment will conform to the City’s General Plan limitation of 55 dBA DNL at residential property lines and/or 60 dBA DNL at commercial property lines, as detailed in section III. L., Noise.

### **Noise Policy No. 9**

*“Construction operations should use available noise suppression devices and techniques.”*

“New technology” power construction equipment with state-of-the-art noise shielding and muffling devices is to be used during project construction, as detailed in section III. L., Noise.

### **Consistency**

Overall, the proposed project is consistent with the applicable major strategies and goals and policies of the *San Jose 2020 General Plan*.

## **F. COMMERCIAL DESIGN GUIDELINES, CITY OF SAN JOSE**

The City of San Jose has established Commercial Design Guidelines to address issues of neighborhood compatibility, project function and aesthetics. The guidelines seek to assure that new commercial development preserves or improves the positive character of the existing neighborhood and that negative impacts on nearby residences be avoided. The guidelines encourage the provision of efficient and safe vehicular and pedestrian circulation, connections to public transit and well designed service areas. Substantial landscaping and careful building design are requirements intended to contribute to the visual character of the neighborhood and the overall image of the City.

The guidelines include general sections on the setting - surrounding area character, site character and interfaces; structures - building orientation, building form and scale, complexity/unity, roofs and finish materials; landscaping - general, perimeter landscaping, internal site landscaping and furniture/fixtures; service facilities - service yards, garbage/trash, loading, storage, utility equipment, mechanical equipment, lighting and recycling facilities; parking and circulation - general, automobile, truck, pedestrian/bicycle, parking structures and drive through uses; and signs - general, detached signs and attached signs.

### **Consistency**

Specific commercial design and operational components would be proposed, reviewed and approved at the Planned Development Permit stage. The project would be designed to be consistent with the guidelines.

## G. RIPARIAN CORRIDOR POLICY STUDY

The Riparian Corridor Policy Study was conducted to explore in detail issues related to General Plan policies that promote the preservation of riparian corridors and how these riparian corridors should be treated for consistency with the General Plan. The Study identifies each riparian corridor within the City's Urban Service Area (USA) and Urban Reserves; and discusses the importance of the riparian corridors, how they may be at risk and how they should be protected. The Guadalupe River is one of the corridors within the Study area.

Discussions of the major guidelines that are applicable to the proposed project follow along with a discussion of the project's consistency.

### **Guideline 1C: Setback Areas**

*"Riparian Setback Dimensions. All buildings, other structures (with the exception of bridges and minor interpretive node structures), impervious surfaces, outdoor activity areas (except for passive or intermittent activities) and ornamental landscaped areas should be separated a minimum of 100 feet from the edge of the riparian corridor (or top of bank, whichever is greater)."*

*"Landscaping in Setback Areas. Riparian setback areas should be planted with native trees, shrubs and groundcovers and/or plants compatible with the particular adjacent riparian corridor classification. If the area within the riparian corridor has been graded or otherwise disturbed, it should be revegetated with native trees, shrubs and/or herbaceous plants."*

*"Fencing. If any part of a setback or adjacent area is to be the location of private outdoor activity (rear yards, recreation, parking, outdoor dining, private pedestrian paths, etc.) a minimum 3 foot high open work fence should be installed along the activity (preferable) or habitat edge. In the rare instance when single family rear yards back on to a habitat area, the property line fence may be solid."*

*"If loading dock areas (dock and maneuvering area) or outdoor storage areas cannot be oriented away from the riparian corridors, such use areas should be screened from the riparian corridor by 7 foot high solid or semi-solid fencing plus a vegetation border."*

*"Parking, Equipment Storage and Loading Areas – Commercial and Residential. Parking, equipment storage and loading areas should be screened by a 25-foot-wide native vegetation buffer (within the setback area) that contains plants of heights, density and foliage characteristics to visually screen parking, equipment storage and loading areas from the corridor. Equipment storage and loading should be additionally screened by solid or semi-solid fencing. Parking lots may be screened by a combination of berms and vegetation. Paved areas should be designed to drain away from riparian corridors."*

The proposed 100-foot riparian setback is consistent with the provisions of the Riparian Corridor Policy Study. Landscape plantings within the riparian setback area, if any, will be comprised of

## II. Consistency with Adopted Plans and Policies

trees, shrubs and/ or groundcover species that are riparian and native to the region. Fencing along the riparian corridor will comply with the Policy guidelines. No loading docks are planned in the eastern portion of the site. Runoff from paved areas will drain through the HMP basin before entering the Guadalupe River, as described in section III. J., Hydrology and Water Quality.

### **Guideline 2B: Glare**

*“Building materials should not produce glare that would adversely impact the riparian corridor. Windows should not be mirrored but otherwise their use is not limited.”*

The Planned Development (PD) zoning procedure that the project must go through requires the submittal of detailed architectural plans for review and approval. Building materials will not produce glare that would adversely impact the riparian corridor, and windows will not be mirrored.

### **Guideline 2C: Visual**

*“The adverse visual impact of existing or unavoidable incompatible uses such as parking areas, loading zones, trash enclosures, mechanical devices and similar accessory uses should be minimized by landscaping, hedging, berming, low walls and site design. Rooftop equipment should be screened from view from any riparian corridor trail or recreational, educational or interpretive facilities within the riparian corridor.”*

Parking areas, loading zones, trash enclosures, mechanical devices and/or similar accessory uses, which will be determined at the PD Permit stage, will be designed so as to not result in an adverse visual impact. Rooftop equipment will be screened from view.

### **Guideline 2E: Lighting**

*“All trail corridors, except for the Guadalupe River Downtown, are closed after sunset, and as such do not have lighting (except for security lighting at bridge under crossings). For all other developments, lighting within the corridor and setback areas should be avoided. Lighting on development sites should be designed and sited to avoid light and glare impacts to wildlife within the riparian corridor, consistent with public safety considerations. Any lighting located adjacent to riparian areas should be as low as feasible in height (bollard lighting is preferred) and must be directed downward with light sources not visible from riparian areas.”*

*Parking lot lighting near a riparian edge (e.g., with minimum setbacks from the corridor) should be avoided if nighttime use of that portion of the parking lot is unlikely.”*

Lighting will be designed so that it is not directed toward the riparian corridor, as described in section III. D., Biological Resources.

## II. Consistency with Adopted Plans and Policies

### **Guideline 2F: Noise**

*“The operation of mechanical equipment within or adjacent to riparian corridors (e.g., compressors, street/parking area sweepers) should not exceed noise levels for open space as specified in the Noise Element of the City of San Jose’s General Plan or exceed background noise levels. Noise-producing stationary mechanical equipment should be located as far as necessary from riparian corridors to preclude exceeding the ambient noise level in the corridors.”*

The project will comply with City noise requirements.

### **Guideline 3A: Development Landscaping**

*“Landscaping of areas adjacent to the riparian corridor should generally utilize plant species native to central California and appropriate to the riparian habitat type of the corridor. In some areas, remnant riparian species (e.g., remnant sycamore, valley oak trees) exist outside the mapped riparian corridor. These species should be retained in the development plan. Non-native species may not be planted within the riparian corridor, and invasive exotics should not be used in landscaping within 100’ of a riparian corridor. Refer to Appendix B for lists of plant species suitable and unsuitable for revegetation within riparian corridors and in riparian setback areas. Refer also to any applicable master landscape plans for landscape requirements.”*

Landscape plantings adjacent to or within the riparian setback area, if any, will be comprised of trees, shrubs and/ or groundcover species that are riparian and native to the region.

### **Guideline 3B: Irrigation**

*“Irrigation systems within 100 feet of riparian areas should be designed to avoid negative impacts to riparian environmental conditions.”*

Irrigation systems within 100 feet of riparian areas will be designed to avoid negative impacts to riparian environmental conditions.

### **Guideline 6A: Grading**

*“The integrity of riparian corridors, in terms of width, linear continuity and native plant species composition, should be preserved. All riparian habitat should be preserved, unless no other alternative exists (e.g., creek crossing). No grading should be allowed within the riparian corridor except for approved construction projects for trails, bridges, interpretive facilities, recreation facilities, slope stabilization, flood improvements or habitat improvements.”*

No grading is proposed within the riparian corridor.

## II. Consistency with Adopted Plans and Policies

### **Guideline 7B: Water Quality/Drainage and Runoff**

*“ ... Runoff from parking, car washing and other commercial and industrial uses should be directed away from direct entry to the riparian corridor. Where runoff from new development must enter the riparian corridor, structured BMP's should be provided and permanently maintained. Onsite runoff retention areas that are designed to treat the 'first flush' of runoff generated onsite should be created as part of project designs where possible. Retention areas may perform multiple use functions such as providing passive or active play opportunities. Retention areas should be sited at least 25 feet from the edge of riparian areas.”*

All urban runoff from the site will drain through the HMP basin before entering the Guadalupe River, as described in section III. J., Hydrology and Water Quality. The HMP basin will be sited at least 25 feet from the edge of the riparian area.

### **Guideline 7E: Protection from Construction**

*“During construction on sites adjacent to riparian corridors, temporary fencing or solid barriers should be placed outside the riparian habitat area to protect it from damage due to construction activity. Any other applicable NPS construction BMP's should also be used.”*

Temporary fencing would be placed at the outside edge of the riparian corridor setback during construction to protect the riparian corridor from damage. Best Management Practices (BMP's) would be utilized as discussed in section III. J., Hydrology and Water Quality.

### **Consistency**

The proposed project would be consistent with the City's Riparian Corridor Policy Study.

## **H. GREEN BUILDING POLICY, CITY OF SAN JOSE**

The Green Building Policy for Private Sector New Construction demonstrates the City's commitment to environmental, economic and social stewardship, to yield cost savings through reduced operating costs, to provide healthy work environments, and to contribute to the City's goals of protecting, conserving and enhancing the region's environmental resources. The Policy uses third-party Green Building Certification levels of LEED or Build it Green as green building standards. The scope of the proposed mixed-use project would, at a minimum, require some of the buildings to achieve LEED certification or potentially LEED silver to be in conformance to the Policy. The LEED rating system centers on five main categories:

- 1) Sustainable Sites – site selection, urban redevelopment, brownfield redevelopment, alternative transportation, reduced site disturbance, stormwater management, landscape and exterior design to reduce heat islands, and low maintenance landscaping;
- 2) Energy and Atmosphere – minimum energy performance, optimize energy performance, building commissioning, measurement and verification, renewable energy, green power, and reduce ozone depletion;
- 3) Water Efficiency – water use reduction, innovative wastewater technologies, and water efficient landscaping;
- 4) Materials and Resources – storage and collection of recyclables, building reuse, construction waste management, resource reuse, recycled content, local/regional materials; rapidly renewable materials, and certified wood; and
- 5) Indoor Environmental Quality – minimum indoor air quality (IAQ) performance, increase ventilation effectiveness, construction IAQ management, low-emitting materials, indoor chemical and pollutant source control, controllability of systems, thermal comfort, and daylight and views.

The project site is considered a transit-oriented development as it is located on a major bus route. The project will include water-efficient fixtures (low flow toilets, etc.) and water-efficient landscaping. The project proposes Energy Conservation Measures (Appendix E), which will be considered at the PD Permit stage. Additional green building design features to be considered include:

- Bike racks
- Preferential parking for hybrid and electric vehicles
- Regional, renewable and recycled materials
- Low VOC paints and sealants
- Reflective\* parking deck surface (to reduce “heat island” effects)
- Cool roofs
- Energy-efficient building systems
- Green roofs
- Smart meters
- Programmable thermostats
- Solar water heaters
- Tank-less water heaters

## II. Consistency with Adopted Plans and Policies

- Solar panels
- Increased roof/ceiling insulation

\* *“Reflective” refers to the surface material’s ability to reject solar heat; it does not refer to visually reflective surfaces.*

### **Consistency**

At the PD Permit stage, the specific green building standards will be identified and become a condition of the Permit and the project will pay a green building deposit at the building permit issuance stage to ensure compliance with the City’s Green Building Policy requirements.

## **I. GUADALUPE RIVER WATERSHED PROJECT**

The Guadalupe River Watershed project by the Santa Clara Valley Water District (SCVWD) and U.S. Army Corps of Engineers includes the upper half of the Guadalupe River watershed, from I-280 to Blossom Hill Road, as well as Canoas and Ross creeks. This proposed improvement area is the last portion of the Guadalupe River that lacks adequate capacity to safely convey the 1% (100-year) flood flow, lacks continuity for a future trail from Alamitos Creek to downtown San Jose, and contains fish barriers that hinder fish migration to upstream habitat.

The project site is located within Reach 12 (Branham Lane to Blossom Hill Road) of the Guadalupe River Watershed project. This reach has capacity to contain the 1 percent flow but does not have adequate freeboard from Chynoweth Avenue to Blossom Hill Road. Adjacent to the river are several off-stream ponds owned by the District; the District has been utilizing these ponds and the river channel for groundwater percolation.

In 1998 when the previous EIR was certified, the Engineer's Report for the Guadalupe River Watershed Planning Study prepared by the Santa Clara Valley Water District (and U.S. Army Corps of Engineers), proposed a 4.7-acre off-stream percolation pond and an associated wetlands revegetation area as well as riparian revegetation on the northerly portion of the project site. However, according to the Santa Clara Valley Water District and the revised Upper Guadalupe River Flood Control Project, Reach 12 Plans by the U.S. Army Corps of Engineers and the SCVWD dated March, 2010, there is no longer a need for the percolation pond and it is no longer a part of the project.

### **Consistency**

The project does not hinder, and has no impact on, the adjacent Guadalupe River Watershed project.

### **III. ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION**

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#### **A. AESTHETICS**

##### *EXISTING SETTING*

The current view of the project site consists primarily of agricultural fields that include fallow, disced areas as well as fields that are actively farmed. A farmhouse, mobile home trailers and several agricultural buildings are located in the southwesterly corner along Almaden Expressway. Current views can be seen in the preceding photographs, Figures 11 through 13. There are ornamental trees in the area of the buildings along Almaden Expressway and State Route 85, and some large trees and other vegetation in the northerly corner and along the Guadalupe River riparian corridor. There are groundwater recharge ponds east of the project site.

##### **Scenic Route**

The project site is located adjacent to State Route 85, which is designated as an Urban Throughway on the Scenic Routes and Trails Diagram of the General Plan. This designation includes all the State and Interstate Highways that traverse San Jose's Sphere of Influence. An Urban Throughway is defined as the actual right-of-way of the scenic route, the shoulders, and any adjacent public improvements that accompany such a route. Attractive Urban Throughways present a positive image for San Jose.

The Guadalupe River, which is located along the northeasterly and easterly site boundaries, is designated as a Trails and Pathways Corridor on the Scenic Routes and Trails Diagram. These corridors form the inter-connecting trail system in the City of San Jose, providing many important access links to the regional parks and open spaces in or adjoining the City. Many of these corridors follow the existing creeks and riverbeds and include the public and quasi-public creek rights-of-way of the Santa Clara Valley Water District and other agencies. The trail system is intended to provide alternative transportation systems and diverse recreational opportunities for all segments of the population. The varied needs of hikers, equestrians, and bicyclists are to be accommodated where appropriate in the trail corridors.

##### *SIGNIFICANCE CRITERIA*

The proposed project would have a significant impact on aesthetics if it would:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.
- Increase the amount of shading on public open space (e.g., parks, plazas and/or school yards).

*IMPACT AND MITIGATION*

The project would change the view of the site from fallow and active agricultural land with a farmhouse, mobile home trailers and several agricultural buildings and trees along Almaden Expressway to commercial buildings, roadways, parking and landscaping. Maximum proposed building heights are 50 feet. The project would be visible from Almaden Expressway and from the residential neighborhood to the east. Although detailed plans for the commercial buildings have not been prepared, architectural design and landscaping will comply with the City's Commercial Design Guidelines and Riparian Corridor Policy, and the view of commercial buildings, signs, parking and landscaping would be comparable to other commercial developments in the area. Any trees that are to be removed will be replaced in conformance with the City's requirements, as further described in section III. D., Biological Resources.

Judgments regarding aesthetic qualities are highly subjective and vary from one person to the next. The Planned Development zoning procedure that the project must go through requires the submittal of detailed architectural and landscape plans for review and approval. The visual quality of the project would be one of the criteria in that review.

**Scenic Resources**

The elevations and rooftops of the commercial buildings would be visible from SR 85, an Urban Throughway, which is elevated above the site. Conceptual details such as setbacks, roof screens, articulating walls, roof ornamentation, varying roof heights, architectural detailing on rear walls, and landscape screening along rear walls would improve the view of the commercial buildings from SR 85.

The project is located adjacent to the Guadalupe River, a Trails and Pathways Corridor. The buildings are sited far enough away from the Guadalupe River that no significant shading will impact the riparian corridor or the Guadalupe River Trail on the other side of the river.

**Light and Glare**

The project could produce offsite light and/or glare. The project will be designed to utilize downward-directed low pressure sodium vapor street lights and downward-directed low-pressure sodium lighting with low elevation standards around the buildings and in the parking areas in order to prevent offsite light and glare impacts in accordance with the City's Outdoor Lighting on Private Developments Policy and Riparian Corridor Study to ensure there are no light and glare impacts on riparian areas.

**Shading on Public Open Space**

The closest public open space is the Upper Guadalupe River Trail on the easterly side of the Guadalupe River and approximately 150 feet from the nearest proposed building, as shown on the Conceptual Site Plan, Figure 16. A building that is the maximum allowable height of 50 feet would cast a narrow shadow approximately 180 feet long on the trail during the late afternoon in

### III. A. Aesthetics

the late winter. A shorter building would reduce the effect. Due to the small size of the shadow (approximately 100 feet wide) compared to the several-mile length of the trail and the limited late winter afternoon time of the year when the trail is not heavily used, the shading is considered a less-than-significant impact.

#### **Temporary Construction Visual Impacts**

Construction of a typical project causes short-term visual impacts. The grading operations create a visual impact, and construction debris, rubbish and trash can accumulate on construction sites and are unsightly if visible from public streets. Public streets that are impacted by project construction activities will be swept and washed down daily. Debris, rubbish and trash will be cleared from any areas onsite that are visible from a public street. The completion of the project improvements and landscaping will eliminate the short-term visual impacts of the grading and construction operations.

#### **Impact Summary**

The project would have a **less-than-significant aesthetics impact**.

#### *MITIGATION MEASURES INCLUDED IN THE PROJECT*

None required.

#### *CONCLUSION*

The project's impact on aesthetics would be a **less-than-significant impact**.

## **B. AGRICULTURE AND FOREST RESOURCES**

*Live Oak Associates, Inc. conducted an agricultural land evaluation and site assessment dated April 28, 2011 that is included in Appendix A.*

### *EXISTING SETTING*

#### **Important Farmlands**

The *Santa Clara County Important Farmland Map*, prepared by the California Department of Conservation and the USDA Natural Resources Conservation Service, classifies land in seven categories in order of significance: 1) prime farmland, 2) farmland of Statewide importance, 3) unique farmland, 4) farmland of local importance, 5) grazing land, 6) urban and built-up land and 7) other land. The westerly 14 acres of the project site is classified as "prime farmland" while the remaining 29.5 acres are classified as "grazing land".

"Prime farmland" is defined as land with the best combination of physical and chemical features able to sustain agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields; and the land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

"Grazing land" is defined as land on which the existing vegetation is suited to the grazing of livestock.

The site has been used for agricultural uses since 1939. For the past 7 years, approximately 25 acres of the project site have been used for agricultural crops that were rotated each year, with only half planted each year with an average of 8 acres of pumpkins and 4 acres of corn. While the majority of the site is classified as "suited to the grazing of livestock", it is not known to have been used for grazing.

#### **Williamson Act**

The California Land Conservation Act ("Williamson Act") was enacted to help preserve agricultural and open space lands via a contract between the property owner and the local jurisdiction. Under the contract, the owner of the land agrees not to develop the land in exchange for reduced property taxes. The project site is not now and has never been under a Williamson Act contract.

#### **Forest Resources**

"Forest land" is defined by the California Public Resources Code as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. "Timberland" means land, other than land owned by the federal government and land designated as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial

### III. B. Agriculture and Forest Resources

species used to produce lumber and other forest products, including Christmas trees. The project site is currently predominantly fallow agricultural land and is not located on forest land or timberland.

#### *SIGNIFICANCE CRITERIA*

The proposed project would have a significant impact on agriculture and forest resources if it would:

- Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
- Conflict with existing zoning for agricultural use, or a Williamson Act contract.
- Conflict with existing zoning for, or cause rezoning of, forest land [as defined in PRC Section 12220(g)], timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production [as defined by GC Section 51104(g)].
- Result in the loss of forest land or conversion of forest land to non-forest use.
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

#### *IMPACT AND MITIGATION*

##### **Agriculture Resources**

Fourteen (14) acres of the project site are classified as prime farmland on the *Important Farmland Map* for Santa Clara County and the site has been historically used for farming. San Jose has been built on prime soils, and most of the remaining vacant, valley floor land in San Jose is designated as prime farmland. The *San Jose 2020 General Plan* recognizes that “*preservation of all prime soil land would mean a virtual halt to urbanization and is not a reasonable goal*”. The project site has an urban land use designation on the *San Jose 2020 General Plan*, is currently zoned for commercial and/or high density residential development and is surrounded by urban development. Development of this site would result in the loss of 14 acres of prime farmland that is used for pumpkins and corn each year, and of 29.5 acres of fallow “grazing land”. There is no other adjacent or nearby farmland that is likely to directly or indirectly convert to urban use because of the conversion of this site.

##### **LESA Model**

The Land Evaluation and Site Assessment Model (LESA Model) was developed by the Soil Conservation Service to assess the impact of converting agricultural land to other uses. The LESA Model is a point rating system that factors in soil characteristics, project size, water resources and surrounding land characteristics and produces a numeric score. This model is intended to provide lead agencies with a standardized mechanism to determine significant effects on the environment of agricultural land conversions and ensure that they are considered in a consistent manner during the environmental review process.

The LESA Model is composed of six factors used in the analysis of the agricultural value of the land proposed for land conversions. Two Land Evaluation (LE) factors that are based upon measures of soil resource quality and capability are weighed heavily at fifty percent of the total score. Four additional components make up the Site Assessment (SA) factors and constitute the remaining fifty percent of the total score. These are based on the project size, water resource availability, surrounding agricultural lands, and the amount of protected resource lands surrounding the project site. Each of these six factors is rated separately and then mathematically combined into a single numeric score with a maximum attainable score of 100 points. This final score is used to determine if the land conversion is significant or not-significant, as shown in the following table.

**Table 2. California LESA Model Scoring Thresholds**

Total LESA Score	Scoring Decision
0 to 39 points	Not Considered Significant
40 to 59 points	Considered Significant only if LE and SA subscores are each greater than or equal to 20 points
60 to 79 points	Considered Significant unless either LE or SA subscore is less than 20 points
80 to 100 points	Considered Significant

The results of the LESA Model for the project site produce a score of 34.1, with an LE subscore of 11.6 and an SA subscore of 22.5, as outlined in the report in Appendix A. Based on a total score of less than 40, the conversion of the project site would be a less-than-significant impact.

**Forest Resources**

The City of San Jose does not contain any forest lands or timberlands suitable for timber production nor are there any areas zoned Timberland Production. As the project site is outside of any forest land or timberland areas, the project would have no impact on forest resources.

**Impact Summary**

The project would have **no impact** on forest resources; and, based on the LESA Model, the loss of prime farmland and grazing land would be a **less-than-significant impact** on agriculture resources.

*MITIGATION MEASURES INCLUDED IN THE PROJECT*

None required.

*CONCLUSION*

The project would have **no impact** on forest resources. The project's impact on agriculture resources would be a **less-than-significant impact**.

## C. AIR QUALITY

*Donald Ballanti conducted an air quality impact study dated January, 2011 that is included in Appendix B.*

### EXISTING SETTING

#### **Regional Climate**

The air quality of a given area is not only dependent upon the amount of air pollutants emitted locally or within the air basin, but also is directly related to the weather patterns of the region. The wind speed and direction, the temperature profile of the atmosphere, and the amount of humidity and sunlight react with the emitted pollutants each day, and determine the resulting concentrations of air pollutants defining the “air quality.”

The Bay Area climate is Mediterranean, with mild, rainy winters November through March, and warm, sunny and nearly dry summers June through September. Summer temperature inversions trap ground level pollutants. Winter conditions are less conducive to smog, but thin evening inversions sometimes concentrate carbon monoxide emissions at ground level. A temperature inversion is a thin layer of the atmosphere where the normal decrease in temperature with height switches to the temperature increasing with height; an inversion acts like a lid.

San Jose is located in the southern portion of the San Francisco Bay Area Air Basin. The proximity of this location to both the Pacific Ocean and San Francisco Bay has a moderating influence on the climate. Northwest winds and northerly winds are most common in the project area, reflecting the orientation of the Bay and the San Francisco Peninsula. Winds from these directions carry pollutants released by automobiles and factories from upwind areas of the Peninsula toward San Jose, particularly during the summer months. Winds are lightest on average in fall and winter. Every year in fall and winter there are periods of several days when winds are very light and local pollutants can build up.

#### **Regulatory Overview**

##### **Bay Area Air Quality Management District**

The Federal Clean Air Act establishes pollutant thresholds for air quality in the United States; which are administered by the U.S. Environmental Protection Agency (EPA). In addition to being subject to Federal requirements, California has its own, more stringent, regulations under the California Clean Air Act, which is administered by the California Air Resources Board (CARB) at the State level and by Air Quality Management Districts at the local level. The project site is located within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which includes seven Bay Area counties and portions of two others.

##### **Criteria Pollutants**

The BAAQMD is primarily responsible for ensuring that the National and State ambient air quality standards are attained and maintained in the Bay Area. These ambient air quality

### III. C. Air Quality

standards are levels of contaminants that represent safe levels in order to avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called “criteria” pollutants because the health and other effects of each pollutant are described in criteria documents. The major criteria pollutants, characteristics, health effects and typical sources for the Bay Area are identified in the table on the following page, Table 3. The BAAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for and inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and many other associated activities.

#### **Toxic Air Contaminants**

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least forty different toxic air contaminants. The most important, in terms of health risk, are diesel particulate, benzene, formaldehyde, 1,3-butadiene and acetaldehyde. Public exposure to TACs can result from emissions from normal operations, as well as accidental releases. Health effects of TACs include cancer, birth defects, neurological damage and death.

#### **Air Quality Standards**

Air quality is described by the concentration of various pollutants in the atmosphere. The significance of the pollutant concentration is determined by comparing the concentration to an appropriate ambient air quality standard. The U.S. EPA and CARB have both established ambient air quality standards for common pollutants to avoid adverse health effects from each pollutant. The pollutants, which include ozone, carbon monoxide (CO), nitrogen dioxide, and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and their standards are included in the Federal and State Ambient Air Quality Standards table, Table 4, that follows. In addition, a more comprehensive CARB Ambient Air Quality Standards table is included in Appendix B. In Santa Clara County, ozone and particulate matter are the pollutants of greatest concern since measured air pollutant levels exceed the State and Federal air quality standards concentrations at times.

#### **Attainment Status**

The Federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the Federal or State ambient air quality standards are not met as “nonattainment areas”. Because of the differences between the Federal and State standards, the designation of nonattainment areas is different under Federal and State legislation.

**Table 3. Major Criteria Pollutants**

<b>Pollutant</b>	<b>Characteristics</b>	<b>Health Effects</b>	<b>Major Sources</b>
Ozone (O <sub>3</sub> )	A highly reactive photochemical pollutant created by the action of sunshine on ozone precursors (primarily reactive hydrocarbons and oxides of nitrogen. Often called photochemical smog.	Eye Irritation. Respiratory function impairment.	The major sources ozone precursors are combustion sources such as factories and automobiles, and evaporation of solvents and fuels.
Carbon Monoxide (CO)	Carbon monoxide is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels.	Impairment of oxygen transport in the bloodstream. Aggravation of cardiovascular disease. Fatigue, headache, confusion, dizziness. Can be fatal in the case of very high concentrations.	Automobile exhaust, combustion of fuels, combustion of wood in woodstoves and fireplaces.
Nitrogen Dioxide (NO <sub>2</sub> )	Reddish-brown gas that discolors the air, formed during combustion.	Increased risk of acute and chronic respiratory disease.	Automobile and diesel truck exhaust, industrial processes, fossil-fueled power plants.
Sulfur Dioxide (SO <sub>2</sub> )	Sulfur dioxide is a colorless gas with a pungent, irritating odor.	Aggravation of chronic obstruction lung disease. Increased risk of acute and chronic respiratory disease.	Diesel vehicle exhaust, oil-powered power plants, industrial processes.
Particulate Matter (PM <sub>10</sub> & PM <sub>2.5</sub> )	Solid and liquid particles of dust, soot, aerosols and other matter which are small enough to remain suspended in the air for a long period of time.	Aggravation of chronic disease and heart/lung disease symptoms.	Combustion, automobiles, field burning, factories and unpaved roads. Also a result of photochemical processes.

**Table 4. Federal and State Ambient Air Quality Standards**

Air Pollutant	Averaging Time	California Standard	Attainment Status	Federal Standard	Attainment Status
Ozone (O <sub>3</sub> )	1 hour	0.09 ppm	N	—	
	8 hour	0.070 ppm	N	0.075 ppm	N
Respirable particulate matter (PM <sub>10</sub> )	24 hour	50 µg/m <sup>3</sup>	N	150 µg/m <sup>3</sup>	U
	Mean	20 µg/m <sup>3</sup>	N	—	
Fine particulate matter (PM <sub>2.5</sub> )	24 hour	—		35 µg/m <sup>3</sup>	N
	Mean	12 µg/m <sup>3</sup>	N	15.0 µg/m <sup>3</sup>	A
Carbon monoxide (CO)	1 hour	20 ppm	A	35 ppm	A
	8 hour	9.0 ppm	A	9 ppm	A
Nitrogen dioxide (NO <sub>2</sub> )	1 hour	0.18 ppm	A	0.10 ppm	
	Mean	0.030 ppm		0.053 ppm	A
Sulfur dioxide (SO <sub>2</sub> )	1 hour	0.25 ppm		0.075 ppm	A
	24 hour	0.04 ppm		—	
Lead	30-day	1.5 µg/m <sup>3</sup>	A	—	
	Quarter	—		1.5 µg/m <sup>3</sup>	A
Sulfates	24 hour	25 µg/m <sup>3</sup>	A	No Federal Standard	
Hydrogen sulfide	1 hour	0.03 ppm	U		
Vinyl chloride	24 hour	0.01 ppm	No Information Available		

A = Attainment

N = Nonattainment

U = Unclassified

ppm = parts per million

µg/m<sup>3</sup> = micrograms per cubic meter

30-day = 30-day average

Quarter = Calendar quarter

Mean = Annual Arithmetic Mean

Source: Bay Area Air Quality Management District, *Air Quality Standards and Attainment Status*, <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf> dated 9/08/10.

The U.S. EPA has classified the San Francisco Bay Area as a nonattainment area for the Federal 8-hour ozone and PM<sub>2.5</sub> standards. The Bay Area was designated as unclassifiable/attainment for the Federal PM<sub>10</sub> standard.

Under the California Clean Air Act, Santa Clara County is a nonattainment area for ozone and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). The county either meets attainment or is unclassified for the other pollutants. The California Clean Air Act requires local air pollution control districts to prepare air quality attainment plans; these plans must provide for district-wide emission reductions of five percent per year averaged over consecutive three-year periods or, if not, provide for adoption of “all feasible measures on an expeditious schedule”.

#### **Local Air Quality**

Air quality in the project area is subject to the problems experienced by most of the Bay Area. Emissions from millions of vehicle-miles of travel each day often are not mixed and diluted, but are trapped near ground level by an atmospheric temperature inversion. Prevailing air currents generally sweep from the mouth of the Bay toward the south, picking up and concentrating pollutants along the way. A combination of pollutants emitted locally, the transport of pollutants from other areas, and the natural mountain barriers (the Diablo Range to the east and the Santa Cruz Range to the southwest) give San Jose a relatively high atmospheric potential for pollution compared to other parts of the San Francisco Bay Air Basin.

The BAAQMD maintains a network of monitoring sites in the Bay Area. The closest to the project site is located in downtown San Jose. Violations of air quality standards for the last three reported years at the downtown San Jose monitoring station are shown in the following table, Table 5. Federal ambient air quality standards are met in the project area with the exception of ozone and PM<sub>2.5</sub>. State ambient standards are met with the exception of ozone and PM<sub>10</sub> / PM<sub>2.5</sub>.

#### **Project Site**

The project site is similar to other locations in the South Bay; air quality meets adopted State and/or Federal standards (the more stringent standard applies) on most days, and during periods when regional atmospheric conditions are stagnated, the air quality is poor throughout the extended South Bay area. There are no existing sources on the project site that currently adversely affect local air quality.

**Table 5. Summary of Air Quality Data for Downtown San Jose**

Pollutant	Standard	Days Exceeding Standard in:		
		2007	2008	2009
Ozone	State 1-Hour	0	1	0
Ozone	Federal 8-Hour	0	2	0
Ozone	State 8-Hour	0	3	0
Carbon Monoxide	State/Federal 8-Hour	0	0	0
Nitrogen Dioxide	State 1-Hour	0	0	0
PM <sub>10</sub>	Federal 24-Hour	0	0	0
PM <sub>10</sub>	State 24-Hour	3	1	0
PM <sub>2.5</sub>	Federal 24-Hour	9	5	0

Source: Air Resources Board, Aerometric Data Analysis and Management (ADAM), 2011.  
 (<http://www.arb.ca.gov/adam/cgi-bin/adamtop/d2wstart>)

### **Sensitive Receptors**

Some groups of people are more affected by air pollution than others. CARB has identified the following people who are most likely to be affected by air pollution: children under 14, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. The closest sensitive receptors are the single family detached residences located northeasterly of the project site across the Guadalupe River.

#### *SIGNIFICANCE CRITERIA*

The proposed project would have a significant impact on air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).
- Expose sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors affecting a substantial number of people.

*BAAQMD CEQA Guidelines* provide the following definitions of a significant air quality impact:

- Conflict with or obstruct implementation of the applicable air quality plan. This is evaluated by comparing the project effects on projections used in the latest Bay Area Clean Air Plan and evaluating the plan features that would implement Clean Air Plan Transportation Control Measures.
- A substantial contribution to an existing or projected violation of an ambient air quality standard would result if the project would cause an exceedance of an ambient air quality standard.
- A cumulatively considerable net increase of any criteria pollutant or a precursor to that pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors). This is judged by comparing direct and indirect project emissions to the BAAQMD significance thresholds of 54 pounds per day for ROG, NO<sub>x</sub>, or PM<sub>2.5</sub>, and 82 pounds per day for PM<sub>10</sub>. Annual significance thresholds are 10 tons per year for ROG, NO<sub>x</sub>, or PM<sub>2.5</sub>, and 15 tons per year for PM<sub>10</sub>.
- Expose sensitive receptors or the general public to substantial pollutant concentrations. This is evaluated by assessing the health risk in terms of cancer risk or hazards posed by the placement of new sources of air pollutant emissions near existing sensitive receptors or placement of new sensitive receptors near existing sources.
- Create or expose a substantial number of people to objectionable odors. This is evaluated based on the potential for the project to generate odors that could affect nearby sensitive receptors in a manner that would cause frequent complaints.

*IMPACT AND MITIGATION*

**Local Impacts**

**Operations**

Development projects in the Bay Area are most likely to violate an air quality standard or contribute substantially to an existing or projected air quality violation through generation of vehicle trips. New vehicle trips add to carbon monoxide concentrations near streets providing access to the site; CO concentrations are highest near intersections of major roads. The BAAQMD has developed a preliminary screening methodology that provides a conservative indication of whether the implementation of a proposed project would result in CO emissions that exceed the CO thresholds of significance. A proposed development proposal would result in a less-than-significant impact to localized CO concentrations if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

As described in section II. D. and in section III. N., Transportation / Traffic, the proposed project is consistent with the Santa Clara County Congestion Management Program. The project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour, and would not affect any intersections where vertical and/or horizontal mixing is substantially limited. Based on the BAAQMD criteria, the proposed project would have a less-than-significant impact on carbon monoxide concentrations.

**Regional Impacts**

**Construction**

In addition to demolition, construction activities would include site demolition, excavation and grading as well as general construction. Heavy duty construction equipment, construction-related on-road trucks and worker vehicles would result in exhaust emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> during construction of the proposed project. Exhaust emissions would vary depending on the number and type of construction equipment used, number of truck trips to the site, and number of workers present. The URBEMIS-2007 model was used to quantify construction emissions. The incremental average daily construction emissions for reactive organic gases (ROG) and oxides of nitrogen (NO<sub>x</sub>) (two precursors of ozone) and for particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) (from exhaust) associated with the project along with their respective BAAQMD significance thresholds are shown in the following table.

**Table 6. Average Daily Construction Emissions (lbs/day)**

Pollutant	Project Emissions	BAAQMD Significance Threshold
Reactive Organic Gases	21	54
Nitrogen Oxides	22	54
PM <sub>10</sub> (Exhaust)	1	82
PM <sub>2.5</sub> (Exhaust)	1	54

As shown in the above table, the average daily construction emissions are below the BAAQMD thresholds of significance, so the proposed project would have a less-than-significant impact.

#### Operations

Additional trips to and from the project and area sources associated with project land uses would result in new air pollutant emissions within the air basin. Regional emissions associated with project vehicle use have also been calculated using the URBEMIS-2007 emission model. The incremental average daily and annual emissions for ROG, NO<sub>x</sub> and PM<sub>10</sub> and PM<sub>2.5</sub> associated with the project along with their respective BAAQMD significance thresholds are shown in the following table.

**Table 7. Regional Average Daily and Annual Operational Emissions**

Pollutant	Project Emissions	BAAQMD Significance Threshold
<b>Average Daily Emissions (Lbs/Day)</b>		
Reactive Organic Gases	<b>101</b>	54
Nitrogen Oxides	<b>126</b>	54
PM <sub>10</sub>	<b>162</b>	82
PM <sub>2.5</sub>	31	54
<b>Annual Emissions (Tons/Year)</b>		
Reactive Organic Gases	<b>16</b>	10
Nitrogen Oxides	<b>18</b>	10
PM <sub>10</sub>	<b>30</b>	15
PM <sub>2.5</sub>	6	10

Note: Exceedances are shown in **bold**.

As shown in the above table in **bold**, the project average daily and annual operational emissions would exceed the BAAQMD significance thresholds for ROG, NO<sub>x</sub> and PM<sub>10</sub>. The proposed project would have a significant effect on regional air quality.

Consistent with guidance from the BAAQMD, an Air Quality Mitigation Plan would need to be prepared to reduce the impact to the highest degree feasible. The Plan should consider, as a minimum, all mitigation measures for criteria pollutants identified in Chapter 4 of the BAAQMD's *CEQA Air Quality Guidelines*, which includes measures such as: operational mobile source measures including availability of transit service, bike and pedestrian facilities,

free transit passes for employees, secure bike parking, provision of alternate transportation information, and carpool matching programs; operational area-source measures including increased energy efficiency and use of low VOC architectural coatings; and energy efficiency measures including requiring smart meters and programmable thermostats, meeting GBC standards for natural gas, installing solar water heaters, improving the jobs/housing balance, completing streets, and increasing roof/ceiling insulation. These measures have the potential to reduce project emissions of criteria pollutants by perhaps 15 to 25 percent; however, there are currently no feasible means of reducing project emissions by the 57 percent that would be needed to reduce all emissions to below the BAAQMD thresholds of significance.

### **Odors**

The project would not generate objectionable odors or place sensitive receptors adjacent to a use that generates odors (i.e., landfill, composting, etc.).

### **Sensitive Receptors**

The closest sensitive receptors (the single family detached residences located northeasterly of the project site across the Guadalupe River) could be subjected to fugitive dust as a result of construction and/or Toxic Air Contaminants from the proposed gasoline station, as discussed below.

### **Temporary Construction Dust**

The project would produce short-term fugitive dust generated as a result of demolition, site preparation and construction. The effects of construction activities would be increased dustfall and locally elevated levels of PM<sub>10</sub> and PM<sub>2.5</sub> downwind of construction activity. Construction dust has the potential for creating a nuisance at nearby properties. This is considered a potentially significant impact. The BAAQMD threshold of significance for construction dust impacts is whether Best Management Practices (BMPs) are to be utilized. Mitigation measures include all basic BMPs identified by the BAAQMD; according to the District threshold of significance for construction impacts, implementation of the measures would reduce construction dust impacts.

### **Gasoline Service Station**

The project plan shows a gasoline service station at the southeast corner of Almaden Expressway and proposed Cherry Avenue (formerly Chynoweth Avenue). Gasoline fueling facilities are a source of gasoline vapors that would include TACs, primarily benzene. Gasoline vapors are released during the filling of both the stationary underground storage tanks and the transfer from those underground tanks to individual vehicles.

Small amounts of gasoline vapor (a reactive organic gas) escape to the atmosphere at filling stations due to loading losses, breathing losses, refueling losses, and spillage. The BAAQMD has stringent requirements for the control of gasoline vapor emissions from gasoline dispensing facilities, as discussed in the report in Appendix B.

### III. C. Air Quality

The CARB has developed recommended setbacks between new sensitive receptors and various TAC sources. While the project does not result in the creation of new sensitive receptors, the CARB recommendations have been used to evaluate project impact on existing sensitive receptors. The recommended setback for new sensitive receptors from a typical gas station is 50 feet. For large gas stations (defined as a facility with a throughput of 3.6 million gallons per year) the recommended setback is 300 feet. The closest sensitive receptors to the new gasoline station site are more than 475 feet away, well over the recommended setback for even a large gas station. TAC exposures to sensitive receptors would, therefore, be less than significant.

#### **Impact Summary**

The Bay Area is currently designated as a nonattainment area for State and Federal ozone standards and Federal particulate matter ambient air quality standards. The region's nonattainment status is attributed to the region's development history; past, present and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. The project's contribution to regional pollutants would exceed the BAAQMD significance thresholds after mitigation. Based on this analysis, the project would have a **significant adverse air quality impact**.

Local CO concentrations, regional average daily and annual operational emissions of PM<sub>2.5</sub>, and regional average daily construction emissions would result in **less-than-significant air quality impacts**. Regional average daily and annual operational emissions of ROG, NO<sub>x</sub> and PM<sub>10</sub> generated by the project, however, would result in **significant air quality impacts**. In addition, particulate impacts from temporary construction dust during grading would be a **potentially significant impact**.

#### *MITIGATION MEASURES INCLUDED IN THE PROJECT*

#### **Regional Operational Emissions**

- An Air Quality Mitigation Plan shall be prepared in accordance with Chapter 4 of the BAAQMD's *CEQA Air Quality Guidelines*, to include measures such as:
  - Operational mobile source measures including availability of transit service, bike and pedestrian facilities, free transit passes for employees, secure bike parking, provision of alternate transportation information, and carpool matching programs;
  - Operational area-source measures including increased energy efficiency and use of low VOC architectural coatings; and
  - Energy efficiency measures including requiring smart meters and programmable thermostats, meeting GBC standards for natural gas, installing solar water heaters, improving the jobs/housing balance, completing streets, and increasing roof/ceiling insulation.

The Plan shall be submitted for review to and approval by the Director of Planning, Building and Code Enforcement prior to the issuance of a PD Permit. The provisions of the Air Quality Mitigation Plan shall be implemented to the satisfaction of the Director of Planning, Building and Code Enforcement.

#### **Temporary Construction Dust**

- The following Best Management Practices shall be required of construction contracts and specifications for all construction to prevent visible dust emissions from leaving the site:
  - All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
  - All haul trucks transporting soil, sand or other loose material off-site shall be covered.
  - All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
  - All vehicle speeds on unpaved roads shall be limited to 15 mph.
  - All roadways, driveways and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
  - Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by CCR Title 13). Clear signage shall be provided for construction workers at all access points.
  - All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
  - A publicly-visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints shall be posted. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

#### *CONCLUSION*

The implementation of the above temporary construction dust mitigation measures would reduce the temporary construction air quality impacts to a **less-than-significant impact with mitigation**. Although mitigation measures for regional operational emissions are included in the project, these measures would not reduce the regional average daily and annual operational emissions of ROG, NO<sub>x</sub> and PM<sub>10</sub> generated by the project below the BAAQMD's significance thresholds; therefore, the project's regional average daily and annual operational emissions of ROG, NO<sub>x</sub> and PM<sub>10</sub> would be a **significant unavoidable impact**.

## **D. BIOLOGICAL RESOURCES**

*Live Oak Associates, Inc. prepared a biotic evaluation dated April 28, 2011 that is included in Appendix C.*

### *EXISTING SETTING*

#### **Field Surveys**

Field surveys were conducted on the project site on July 22, 23 and 27, 2010; August 3, 2010; February 3, 2011; and March 28, 2011.

#### **VEGETATION**

##### **Habitat Areas**

Three biotic habitats have been identified as occurring within the project site: 1) active and fallow agricultural / ruderal habitat; 2) developed / landscaped habitat; and 3) a segment of mature riparian habitat that occurs along the site's northeasterly boundary and which is associated with the Guadalupe River. Their general locations are shown on the following Habitat Areas exhibit.

##### **Active and Fallow Agricultural / Ruderal Habitat**

The majority of the site is comprised of agricultural fields that include fallow, disced areas that have historically been used for agriculture as well as fields that are actively farmed (ornamental evergreen tree and pumpkin plantings were observed during the July and August, 2010 surveys). Fallow / ruderal fields comprise more than half of the site, encompassing the eastern and northern portions. Active farmland is predominantly located on the western half of the site, east of the developed area, and inclusive of a small section of orchard plantings in the northwesterly corner near Almaden Expressway and Cherry Avenue (formerly Chynoweth Avenue). This land use type maintains generally low vegetation due to site management for farming and weed abatement.

Vegetation observed within the agricultural fields, though generally fragmented, is dominated by grasses and forbs of European origin that are common to disturbed non-native grassland habitats throughout the Santa Clara Valley. Grass species observed include wild oats, ripgut, smilo grass and annual meadow grass. Dominant forbs observed within the disced fallow fields and the ruderal margins of the site include black mustard, yellow star thistle, bindweed, whitestem filaree, redstem filaree, prickly lettuce and Russian thistle. Other species observed include shepherd's purse, poison hemlock, paniced willow-herb, fennel, smooth cat's ear, cheeseweed and curly doc. A few trees and shrubs (e.g., walnut, oak, elderberry and elm) were noted along the margins of these areas and within a portion of the northern spur of the project site; and several rows of commercial trees, including Monterey pine and cherry, were noted within the actively farmed portion of the site.



Habitat Areas  
Figure 18

**Developed / Landscaped Habitat**

A complex of buildings (residences, garages and outbuildings) and gravel driveways/unmarked parking areas occurs within the southwesterly corner of the site, along Almaden Expressway. Landscaping grows around several of the residential buildings and outbuildings. The vegetation within the developed portion of the site includes a scattered canopy of non-native ornamental tree species, including maple, walnut, olive, pine and black locust. Naturally-occurring understory vegetation, including ruderal species of grasses and forbs that were present throughout the agricultural fields, were also present between buildings and in areas that are not occupied by gravel driveways, equipment storage or buildings.

**Riparian Corridor Habitat**

The Guadalupe River flows in a northerly direction adjacent to the project site; the bed and/or banks of the river are located outside the project site. The riparian habitat along this section of the river supports mature dense patches of vegetation, the overstory of which is comprised predominantly of native species. A small section of mature riparian habitat extends very slightly into the northeasterly portion of the project site. The small protrusions of riparian habitat that occur within the site boundary are dominated by mature California sycamore and black walnut trees (all black walnut trees observed contained dead English walnut cores, thus being remnant orchard trees). Additional trees include coast live oak and blue elderberry though, in some cases, the trunks of the individual trees are outside the project boundary.

**Special Status Plant Species**

Several species of plants within the State of California have low populations, limited distributions, or both. Such species may be considered “rare” and are vulnerable to extirpation as the state’s human population grows and the habitats these species occupy are converted to agricultural and urban uses. State and Federal laws have provided the California Department of Fish and Game (CDFG) and the U.S. Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting the diversity of plant species native to the state. A number of native plants have been formally designated as threatened or endangered under State and Federal endangered species legislation; others have been designated as “candidates” for such listing. Still others have been designated as “species of special concern” by the CDFG. The California Native Plant Society (CNPS) has developed its own set of lists of native plants considered rare, threatened or endangered. Collectively, these plants are referred to as “special status species.”

A number of special-status plants occur in the region of the project site. Of 42 species that occur regionally, 23 species would be excluded from the site due to the fact that these species require unique specialized habitats. The remaining 19 species, and their potential to occur on the site, are listed in the report in Appendix C. None of these 19 special status plant species occur or are likely to occur on the project site due to the absence of suitable habitat and the fact that the site has been regularly managed to reduce vegetation.

## **Trees**

The San Jose Municipal Code Section 13.32.020 defines trees as any growing plant exceeding six feet in height, whether planted singly or as a hedge. An “Ordinance-sized tree” is defined as any native or non-native tree with a circumference of 56 inches (usually with a diameter of 18 inches) measured at 24 inches above the natural grade. For multi-trunk trees, the circumference is measured as the sum of the circumferences of all trunks at 24 inches above grade. A “heritage tree” is defined as a tree of special significance to the community due to history, girth, height, species, or other unique quality.

A detailed tree survey of all trees on or adjacent to the project site was conducted on August 3, 2010. A total of 121 trees, ranging in diameter from 2 inches to 132 inches (combined total of multiple stems), were tagged and evaluated. There are no designated Heritage Trees on the site. Thirty-nine (39) trees exceed 56 inches in circumference (usually equivalent to 18 inches in diameter) and are Ordinance-sized trees that come under the review of the San Jose Municipal Code. Of these 39 trees, 18 are native species. The approximate locations of the trees are shown on the following Tree Locations map, and a summary table listing the trees by botanical name, common name, the number surveyed and the ranges of their diameter, circumference and general condition follows. Native trees are shown in **bold** in the table. A detailed table listing each individual tree, including its circumference measurement, is included in Appendix C. Photographs of each Ordinance-sized tree are included in the report in Appendix C.

## **WILDLIFE**

### **Habitat Areas**

#### **Active and Fallow Agricultural / Ruderal Habitat**

Only one reptilian species, the western fence lizard, was observed within the active and fallow agricultural / ruderal habitat on the site. No amphibian species were observed during the surveys. Several additional reptilian and amphibian species would reasonably be expected to occur within this habitat type, including, but not limited to, the Pacific treefrog, western toad, gopher snake and western rattlesnake, the latter two of which may forage in grassland-like open habitats for small mammals.

Various avian species use these areas of the site for foraging and roosting. Several avian species were observed foraging on and over the agricultural fields during the 2010 surveys. Species observed include the killdeer, mourning dove, rock pigeon, Anna’s hummingbird, black phoebe, barn swallow, cliff swallow, lesser goldfinch and house finch. Canada geese were observed flying over the site en route to the Alamitos percolation ponds located to the east. Other birds including, but not limited to, the white-tailed kite, red-tailed hawk, Cooper’s hawk, American kestrel, northern harrier, turkey vulture, American crow and white-crowned sparrow could

III. D. Biological Resources

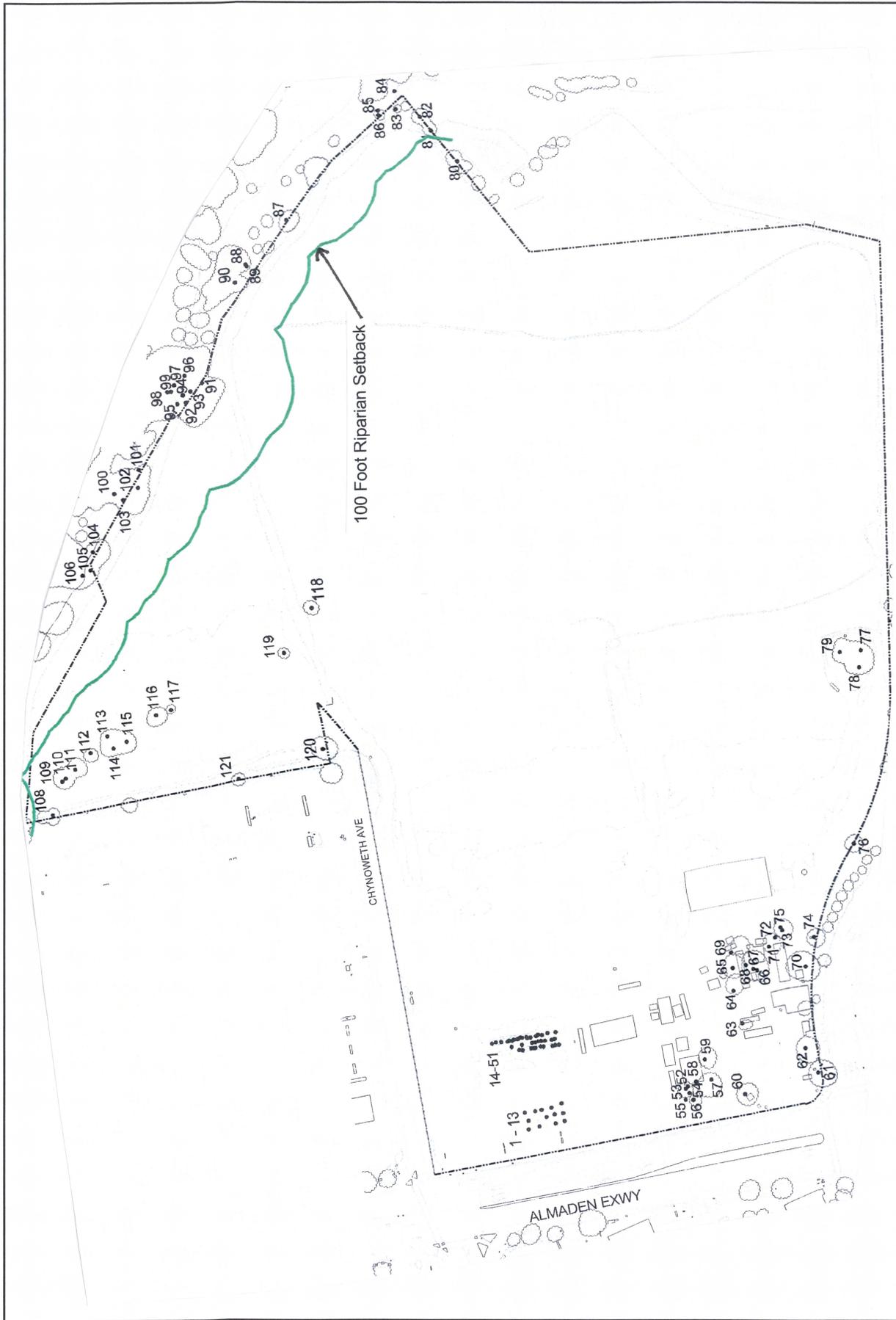
**Table 8. Tree Survey Summary**

Botanical Name	Common Name	Number	Diameter * Range	Circumference * Range	General Condition
<i>Pinus radiata</i>	Monterey Pine	38	2 to 3	6 to 9	Good to Fair
<i>Prunus avium</i>	Cherry	13	4 to 11	13 to 35	Good to Fair
<b><i>Sambucus mexicana</i></b>	<b>Blue Elderberry</b>	<b>13</b>	<b>6 to 57**</b>	<b>19 to 179 **</b>	<b>Good to Poor</b>
<i>Juglans hindsii</i>	Black Walnut	10	15 to 56	47 to 176	Good to Poor
<b><i>Platanus racemosa</i></b>	<b>Western Sycamore</b>	<b>10</b>	<b>9 to 79**</b>	<b>28 to 248 **</b>	<b>Good</b>
<b><i>Quercus lobata</i></b>	<b>Valley Oak</b>	<b>6</b>	<b>3 to 20</b>	<b>9 to 63</b>	<b>Good to Fair</b>
<i>Robinia pseudoacacia</i>	Black Locust	6	11 to 27 **	35 to 85 **	Fair
<i>Acacia dealbata</i>	Silver Wattle	4	4 to 25	13 to 79	Fair to Poor
<i>Olea europaea</i>	Olive	3	12 to 56	38 to 176	Good to Fair
<i>Juglans regia</i>	English Walnut	2	16 to 21 **	50 to 66 **	Fair to Poor
<b><i>Quercus agrifolia</i></b>	<b>Coast Live Oak</b>	<b>2</b>	<b>5 to 10**</b>	<b>16 to 31 **</b>	<b>Good to Fair</b>
<i>Thuja occidentalis</i>	American Arborvitae	2	9 to 11	28 to 35	Good to Fair
<i>Ulmus sp.</i>	Elm	2	7 to 132 **	22 to 415 **	Fair
	(Unknown Ornamental)	2	14 to 15 **	44 to 47 **	Fair
<i>Acer buergerianum</i>	Trident Maple	1	21	66	Good
<i>Diospyros kaki</i>	Oriental Persimmon	1	4	13	Good
<i>Myopoeum laetum</i>	Myopoeum	1	38 **	119 **	Fair
<i>Pinus pinea</i>	Italian Stone Pine	1	20	63	Fair
<i>Prunus domestica</i>	Plum	1	13	41	Fair
<i>Prunus persica</i>	Peach	1	8	25	Fair
<b><i>Salix laevigata</i></b>	<b>Red Willow</b>	<b>1</b>	<b>33</b>	<b>104</b>	<b>Fair</b>
<i>Tilia cordata</i>	Littleleaf Linden	<u>1</u>	19	60	Fair
	Total:	121			

\* Diameter / Circumference in inches at 2 feet above ground.

\*\* Represents a combined total of multiple stems from a single trunk.

Note: Native trees are shown in **bold**.



# Tree Locations

Figure 19

reasonably be expected to forage within the agricultural fields of the site from time to time. Breeding habitat for tree-nesting species is present within the trees of the site. The killdeer may nest on the ground within the agricultural fields.

Mammalian species may also utilize this site, though in a limited way relative to natural habitats. Evidence of coyote and non-native red fox (in the form of scat; the latter of which was described as a common visitor by a site resident) suggest that these species are occasional occupants of the project site. Other mammals likely to occur include the Virginia opossum, Botta's pocket gopher, California ground squirrel (no burrows were observed except for a scattered few along the margins, due to regular tilling and discing), California vole, brush rabbit, ornate shrew, stray cat, striped skunk and raccoon. In general, these species would be expected to travel to the site via the Guadalupe River corridor in the course of migratory or foraging movements. The duration of site occurrence would be limited for most of these species by habitat unsuitability.

#### **Developed / Landscaped Habitat**

Wildlife use of the developed / landscaped portion of the site would be minimal; however, amphibian species such as the western toad and bull frog may occasionally occur in suitable vegetation patches. Common reptile species such as the western fence lizard and gopher snake could also occur on this portion of the site from time to time.

Several avian species forage and may breed within the canopies of trees within this portion of the site. During the July, 2010 surveys, a red shouldered hawk was observed regularly within the larger trees of the developed areas. Other avian species observed in the developed areas include the mourning dove, rock pigeon, American crow, bush tits and white-crowned sparrow.

Most mammalian species that would be expected to occur within this portion of the site would also occur within the agricultural fields and ruderal areas. These could include the Virginia opossum, California vole, Norway rat, red fox, stray cat, striped skunk and raccoon. An assessment of the buildings of the site for bat habitat use was conducted in March, 2011; no evidence of bat use was detected.

#### **Special Status Animal Species**

Several species of animals within the State of California have low populations, limited distributions, or both. Such species may be considered "rare" and are vulnerable to extirpation as the State's human population grows and the habitats these species occupy are converted to agricultural and urban uses. State and Federal laws have provided the California Department of Fish and Game and the U.S. Fish and Wildlife Service with a mechanism for conserving and protecting the diversity of animal species native to the state. A number of native animals have been formally designated as threatened or endangered under State and Federal endangered species legislation; others have been designated as "candidates" for such listing. Still others have been designated as "species of special concern" by the CDFG. Collectively, these animals are referred to as "special status species."

A number of special-status animals occur in the region of the project site. These species, and their potential to occur in the area, are listed in the report in Appendix C. Twenty-one (21) special status animal species occur, or once occurred, regionally. Of these, 13 species would be absent or unlikely to occur on the site due to unsuitable habitat conditions. These species include steelhead, Chinook salmon, California tiger salamander, California red-legged frog, foothill yellow-legged frog, coast horned lizard, western pond turtle, golden eagle, burrowing owl, tricolored blackbird, San Francisco dusky-footed woodrat, ringtail and American badger.

The remaining eight special status species potentially occur as transients or winter migrants (peregrine falcon, northern harrier, Vaux's swift and black swift), or as foragers or resident to the site (white-tailed kite, loggerhead shrike, California yellow warbler and pallid bat). In addition, non-listed raptors, song birds and non-listed bat species, the individuals of which are protected under State and Federal law, may potentially occur on site.

#### **Raptors and Other Migratory Birds**

All raptors (i.e., eagles, hawks and owls) and their nests are protected under both Federal and State regulations. The Federal Migratory Bird Treaty Act prohibits killing, possessing or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This Act encompasses whole birds, parts of birds and bird nests and eggs. Birds of prey are protected in California under Section 3503.5 of the State Fish and Game Code, which states that it is *"unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto."* Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by the CDFG. Any loss of fertile eggs or any activities resulting in nest abandonment would constitute a significant impact. Construction activities such as tree removal, site grading, construction etc., that disturb a nest onsite or immediately adjacent to the site constitutes a significant impact.

The project site contains trees that may provide suitable habitat for tree-nesting raptors and other migratory birds; however, no nests are currently known to exist on the site.

#### **Burrowing Owls**

The burrowing owl is a small, terrestrial owl that occurs in annual and perennial grasslands, deserts and scrublands with low-growing vegetation. Suitable owl habitat may also include trees and shrubs if the canopy does not cover more than 30 percent of the ground surface. Burrows, which provide protection, shelter and nests for burrowing owls, represent an essential component of this species' habitat. Burrowing owls typically use burrows made by fossorial (burrowing) animals, such as ground squirrels or badgers, but they will also use man-made structures such as culverts, or openings beneath cement, asphalt paving or debris piles. Burrowing owls use such sites for breeding, wintering, foraging and migration stopovers. Occupancy of suitable habitat

### III. D. Biological Resources

may be verified by observations of one or more burrowing owls on the site or by the presence of owl feathers, cast pellets (or prey remains), eggshell fragments or excrement in or near a burrow entrance. Burrowing owls are protected under a variety of state and federal laws including the Migratory Bird Treaty Act and the State Fish and Game Code as a “Species of Special Concern”.

A burrowing owl survey of the site was initially conducted on July 22, 2010 to determine if the site supports potentially suitable nesting habitat (i.e., ground squirrel burrows) for the owls, as discussed in the report in Appendix C. A few burrows of suitable size were scattered along the margins of the property; however, no direct sightings or secondary evidence of burrowing owls (i.e., white wash, feathers, regurgitation pellets, or prey remains) were observed at these burrows. Additional surveys were conducted on July 23 and 27, and August 3, 2010. These additional surveys failed to detect burrowing owls or evidence of burrowing owl presence. Due to the absence of burrowing owl evidence, burrowing owls are currently considered absent from the site.

#### **Regulated Habitats**

##### **Riparian Corridor**

The channel and bank of the Guadalupe River are located off the property; only a portion of the related riparian canopy actually occurs on or overhangs the project site.

The City of San Jose has developed a riparian corridor policy that addresses several issues that relate to the identification, management, and protection of riparian resources within the City’s Urban Service Area. Riparian corridors are defined as:

*“Any defined stream channels including the area up to the bank full-flow line, as well as all riparian (streamside) vegetation in contiguous adjacent uplands. Characteristic woody riparian vegetation species could include (but are not limited to): willow, alder, box elder, Fremont sycamore, and oaks. Stream channels include all perennial and intermittent streams shown as a solid or dashed blue line on USGS topographic maps, and ephemeral streams or ‘arroyos’ with well-defined channels and some evidence of scour or deposition.”*

The Guadalupe River is covered by the City’s *Riparian Corridor Policy Study*.

In general, the riparian community of the reach of the Guadalupe River adjacent to the project site is of moderate quality, though the river itself provides critical ecological value for many species occurring within the Santa Clara Valley. This adjacent reach has been impacted by runoff, litter accumulation, homeless encampments, and invasive species that have escaped from landscaped areas.

##### **Habitat Conservation Plan / Natural Community Conservation Plan (HCP/NCCP)**

To promote the recovery of endangered species while accommodating planned development, infrastructure and maintenance activities, the Local Partners, consisting of the City of San Jose, Santa Clara Valley Transportation Authority, Santa Clara Valley Water District, Santa Clara

### III. D. Biological Resources

County and the cities of Gilroy and Morgan Hill, are preparing a joint Habitat Conservation Plan/Natural Community Conservation Plan. The Santa Clara Valley Habitat Plan is being developed in association with the U.S. Fish & Wildlife Service (USFWS), the California Department of Fish and Game (CDFG) and the National Marine Fisheries Service (NMFS) and in consultation with stakeholder groups and the general public to protect and enhance ecological diversity and function within more than 500,000 acres of southern Santa Clara County. The final HCP/NCCP s currently expected to be completed by the end of 2011.

The Santa Clara Habitat Plan Planning Agreement outlines the Interim Project Process to ensure coordination of projects approved or initiated in the Planning Area before completion of the Habitat Plan to help achieve the preliminary conservation objectives of the Plan, and not preclude important conservation planning options or connectivity between areas of high habitat values. The Interim Project Referral Process requires the local participating agencies to notify the wildlife agencies (CDFG and USFWS) of projects that have the potential to adversely impact covered species or natural communities, or conflict with the preliminary conservation objectives of the Habitat Plan. The wildlife agencies' comments on Interim Projects should recommend mitigation measures or project alternatives that would help achieve the preliminary conservation objectives of the Habitat Plan. CDFG and USFWS were notified on December 17, 2010.

#### *SIGNIFICANCE CRITERIA*

The proposed project would have a significant impact on biological resources if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on any aquatic, wetland or riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act including, but not limited to, marsh, vernal pool, coastal, etc., through direct removal, filling, hydrological interruption or other means.
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.

*IMPACT AND MITIGATION*

**Loss of Special Status Plant Species**

None of the 42 special status plant species potentially occurring within the region occur on the project site due to the absence of suitable habitat and the fact that the site has been regularly managed to reduce vegetation. Therefore, the project would have no impact on special status plants, and no mitigation is warranted.

**Disturbance to Riparian Habitat and Other Sensitive Natural Communities**

**Riparian Habitat**

The Guadalupe River is located offsite along the northeasterly project site boundary. The site supports riparian corridor habitat along the northeasterly edge. The Guadalupe River is covered by the City's *Riparian Corridor Policy Study*, which recommends the following riparian setback dimensions:

*“All buildings, other structures (with the exception of bridges and minor interpretive node structures), impervious surfaces, outdoor activity areas (except for passive or intermittent activities) and ornamental landscaped areas should be separated a minimum of 100 feet from the edge of the riparian corridor (or top of bank, whichever is greater).”*

A 100-foot setback from the edge of the riparian corridor as measured from the dripline of riparian vegetation is planned with the project, as shown on the Land Use Plan, Figure 14. This riparian setback line includes the locations of two eucalyptus trees that were previously removed. Therefore, the project would have no direct impact on riparian habitat.

Any trees occurring within the riparian corridor and setback area will be preserved and protected during all development activities. If any landscape plantings are planned within the setback area, they will be comprised of trees, shrubs and/or groundcover species that are riparian and native to the region. Any irrigation used will be designed to ensure that there are no adverse impacts to the riparian corridor.

Also, indirect impacts to wildlife from any increase in external lights will be taken into consideration; specifically, lighting will be designed so that it is not directed toward the riparian corridor. Many carnivores hunt under the cover of darkness, and lighting or glare into the riparian corridor can limit their ability to hunt normally. Night lighting has been shown to cause unintentional impacts to species, such as predation of nesting bird species due to increased visibility of nests to nocturnal predators.

An HMP basin will be created within a portion of the setback, which is currently comprised of disced fallow agricultural land, to maintain runoff from the site at pre-construction levels. The basin will be designed for runoff purposes but will be vegetated as native habitat with locally-adapted native species. A list of proposed habitat creation plantings for the HMP basin is

### III. D. Biological Resources

included in the report in Appendix C. The native habitat creation elements provide substantially higher quality habitat for wildlife than currently exists (disced fallow agricultural land). The basin will sit back from the edge of existing riparian habitat by a minimum of 25 feet.

#### **Other Sensitive Natural Communities**

No other sensitive habitats, including federally protected wetlands, occur within the project site. Therefore, the project would have no impact on other sensitive natural communities, and no mitigation is warranted.

#### **Santa Clara Habitat Conservation Plan / Natural Communities Conservation Plan (HCP/NCCP)**

The project site is located in an area that is covered by a draft Habitat Conservation Plan / Natural Community Conservation Plan. The Notice of Preparation (NOP) and referral letters were sent to the Department of Fish and Game and the U.S. Fish and Wildlife Service; however, no comments have been received. The Draft SEIR was also sent to the two agencies.

Finalization of the HCP/NCCP is anticipated for later this year. The current Draft Plan includes provisions for protecting riparian habitat. The project includes conservation elements such as a 100-foot riparian setback buffer and native plantings that are consistent with the provisions.

#### **Trees**

There are 121 surveyed trees on or adjacent to the project site, ranging in diameter from 2 to 132 (combined total of multiple stems) inches. When specific site designs are developed at the PD Permit stage, the onsite trees will be assessed to determine which ones would be removed. The 26 trees within the riparian corridor (including 14 Ordinance-sized trees) will remain.

For the purposes of this analysis, it is assumed that all 95 of the remaining onsite (non-riparian) trees will be removed. Twenty-five (25) of the remaining 95 onsite trees, including 7 native trees, exceed 56 inches in circumference (usually equivalent to 18 inches in diameter) and come under the review of the San Jose Municipal Code, which requires approval for the removal of any tree with a 56-inch circumference or greater. Although there is no defined threshold of significance, the removal of 10 or more native Ordinance-sized trees, the removal of 20 or more non-native Ordinance-sized trees, and/or the removal of 100 or more trees of any size is generally considered a significant impact. Any tree that is removed will be replaced with the addition of a new tree(s) at the ratios shown in Table 9. Tree Replacement Ratios, that follows.

Street trees will be planted along the public street frontages. Trees to remain will be safeguarded before and during construction by a Tree Protection Plan developed by a consulting arborist, and implemented with measures such as the storage of oil, gasoline, chemicals, etc. away from trees; grading around trees or root pruning only as approved, and prevention of drying out of exposed soil where cuts are made; any additional tree pruning needed for clearance performed or supervised by an arborist; application of supplemental irrigation as determined by the consulting arborist; no dumping of liquid or solid wastes in the dripline or uphill from any tree; and

construction of barricades around the dripline of the trees until all grading and construction is completed, as outlined in the San Jose Municipal Code Section 13.32.130.

Replacement trees are in addition to normal landscaping and required street trees. Replacement trees may be planted within portions of the HMP basin that fall outside of the 100-foot riparian setback, but plantings within the 100-foot setback buffer will not count toward replacement trees. Plantings will be located adjacent to more natural areas where possible to gain the highest amount of ecological value and further enhance these habitat pockets. If sufficient area is not available onsite within the project for all of the replacement trees, a contribution will be made to Our City Forest where the funds would be used to plant trees within the City.

#### **Loss of Habitat for Special Status Animal Species**

Of the 21 special status animal species with some likelihood of occurring within the region, 13 species would be absent from or unlikely to occur on the project site due to unsuitable habitat conditions. The project site does not provide regionally important foraging habitat for the four species that might rarely or occasionally occur on the site as transients or winter migrants. Migrant and transient species pass through or over many types of habitats en route to breeding or wintering habitat. Considerable habitat suitable for migratory movement will continue to be available for these species following site development. For the remaining four special status species that may potentially occur on the site more frequently to forage and/or for roosting or nesting, project development would, at most, result in a minimal reduction of foraging and/or breeding habitat available regionally. Therefore, the project would have a less-than-significant impact on special status animal habitat, and no mitigation is warranted.

#### **Loss of Special Status Animals**

Four (4) of the 21 special status animal species potentially occurring in the region may potentially occur onsite; these include the white-tailed kite, loggerhead shrike, California yellow warbler, and pallid bat. In addition, non-listed raptors, other migratory birds, and other non-listed bat species may potentially nest onsite, the individuals of which are protected under state and federal law. Site development may result in direct mortality of individuals or nest abandonment by these special status species as well as other protected species of birds and bats.

Burrowing owls are currently considered to be absent from the site as they have never been documented as occurring on the site. However, due to the volant nature of the owls and the fact that they occur in similar biotic habitats within the Santa Clara Valley, this species could also be impacted by project development.

#### **White-tailed Kite, Loggerhead Shrike, California Yellow Warbler, and Other Migratory Birds**

While the loss of foraging habitat on the site for white-tailed kite, loggerhead shrike, California yellow warbler and other migratory birds would not be considered significant, impacts to individuals or nests would be considered significant. The trees of the site may provide suitable nesting habitat for the white-tailed kite, loggerhead shrike and California yellow warbler as well

### III. D. Biological Resources

as non-listed raptors and more common bird species that are likewise protected by the California Fish and Game Code and the federal Migratory Bird Treaty Act. Project construction at the time of nesting (February 1 through August 31) could induce the adults to abandon the nest when juveniles are present, leading to their starvation. The mortality of juveniles would constitute a “taking”, resulting in a significant adverse project impact. Pre-construction surveys for nesting white-tailed kite, loggerhead shrike, California yellow warbler, non-listed raptors and other migratory birds will be conducted in accordance with City requirements.

#### **Pallid Bat and Other Non-listed Bats**

No documented occurrences of bats have been identified within the project area. The buildings on the site were surveyed in March, 2011 for evidence of bat roosting. No evidence of bat habitat use was observed onsite, though it was determined that bats could reasonably inhabit the older building(s) in the future. While the loss of habitat on the site for pallid bats and other non-listed bats would not be considered significant, impacts to individuals would be considered significant. The demolition of the onsite buildings, either during the breeding season when bats have the potential to establish maternal colonies or during the non-breeding season for species that form large colonies, could result in mortality to bats. Pre-construction bat surveys will be conducted prior to any demolition.

#### **Burrowing Owls**

Although the project site supports potentially suitable nesting habitat (i.e., ground squirrel burrows) for burrowing owls, no direct sightings or secondary evidence of burrowing owls was observed during protocol-level surveys of the site in July and August, 2010. Therefore, the project site is not currently considered to be active burrowing owl habitat. Nonetheless, owls could move onto the site in the future. While the loss of habitat on the site for burrowing owls would not be considered significant, the mortality of individuals would be considered significant. Prior to any future development of the site, pre-construction surveys for burrowing owls will be conducted to ensure that owls have not taken up residence since the above surveys.

#### **Loss of Habitat for Fish or Wildlife Populations**

Riparian/aquatic species that occur within the Guadalupe River, such as the steelhead and Chinook salmon, are known to utilize the river as a component of their life cycles. Project development will not impact the Guadalupe River or any other natural habitats. In addition, the project will increase the habitat value of the ruderal land adjacent to the existing riparian corridor through native plantings along the proposed HMP basin, resulting in a net benefit to the riparian community. While the site provides some habitat for regional wildlife populations, it is not of unique or particularly significant value to such populations. Thus, the project would not result in a fish or wildlife population dropping below self-sustaining levels, or threaten to eliminate an animal community; therefore, site redevelopment would not constitute a significant adverse environmental impact on wildlife resources. No mitigation is warranted.

**Impacts to Movement Corridors**

Wildlife movement corridors are areas where regional wildlife populations regularly and predictably move during dispersal or migration; in California, they are typically associated with valleys, rivers and creeks supporting riparian vegetation – such as the Guadalupe River, and ridgelines. With increasing human encroachment on wildlife habitats, it has become important to establish and maintain linkages, or movement corridors, for animals to be able to access locations containing different biotic resources that are essential to maintaining their life cycles.

While a number of wildlife species may use the site as part of their home range and dispersal movements, the site, itself, provides limited ecological value to native wildlife and would not be expected to be utilized as a significant movement corridor due to the lack of connectivity between the site and areas of higher value habitat. Many migratory species that now pass through the area are common species adapted to urban environments, as well as neo-tropical migrant birds that are likely to pass through and over the site even when it is developed. The Guadalupe River to the east of the site serves as a true movement corridor, but development of the site does not propose to impact the creek. Therefore, this project would result in a less-than-significant effect on regional wildlife movements. No mitigation is warranted.

**Impact Summary**

Project development could result in **significant impacts** to trees; the Guadalupe River riparian corridor; white-tailed kite, loggerhead shrike, California yellow warbler, non-listed raptors and other migratory breeding birds; pallid bat and other non-listed bats; and burrowing owls.

*MITIGATION MEASURES INCLUDED IN THE PROJECT*

**Trees**

- Any tree that is removed shall be replaced with the addition of a new tree(s) at the ratios shown in the following Tree Replacement Ratios table.

**Table 9. Tree Replacement Ratios**

Diameter of Tree to be Removed	Type of Tree to be Removed			Minimum Size of Each Replacement Tree
	Native	Non-Native	Orchard	
18 inches or greater	5:1	4:1	3:1	24-inch box
12 to <18 inches	3:1	2:1	None	24-inch box
Less than 12 inches	1:1	1:1	None	15-gallon container

x:x = tree replacement to tree loss ratio

**Note:** Trees greater than 18” diameter shall not be removed unless a Tree Removal Permit, or equivalent, has been approved for the removal of such trees.

### III. D. Biological Resources

- The species and exact number of trees to be planted on the site shall be determined at the development permit stage, in consultation with the City Arborist and the Department of Planning, Building and Code Enforcement.
- Replacement trees are to be above and beyond standard landscaping; required street trees do not count as replacement trees, nor do riparian corridor plantings.
- In the event the project site does not have sufficient area to accommodate the required tree mitigation, one or more of the following measures shall be implemented, to the satisfaction of the Director of Planning, Building and Code Enforcement, at the development permit stage:
  - The size of a 15-gallon replacement tree may be increased to 24-inch box and count as two replacement trees.
  - An alternative site(s) will be identified for additional tree planting. Alternative sites may include local parks or schools or installation of trees on adjacent properties for screening purposes to the satisfaction of the Director of the Department of Planning, Building and Code Enforcement. Contact Jaime Ruiz, Parks, Recreation and Neighborhood Services Landscape Maintenance Manager, at 975-7214 or [jaime.ruiz@sanjoseca.gov](mailto:jaime.ruiz@sanjoseca.gov) for specific park locations in need of trees.
  - A donation of \$300.00 per mitigation tree will be paid to Our City Forest for in-lieu offsite tree planting in the community. These funds will be used for tree planting and maintenance of planted trees for approximately three years. Contact Rhonda Berry, Our City Forest, at (408) 998-7337 x106 to make a donation. A donation receipt for offsite tree planting will be provided to the Planning Project Manager prior to issuance of a development permit.
- The following tree protection measures, as well as those contained in the San Jose Municipal Code Section 13.32.130, shall also be included in the project in order to protect trees to be retained during construction:

#### **Pre-construction Treatments**

- The applicant will retain a consulting arborist. The construction superintendent will meet with the consulting arborist before beginning work to discuss work procedures and tree protection.
- Fence all trees to be retained to completely enclose the tree protection zone prior to demolition, grubbing or grading. Fences will be 6-foot chain link or equivalent as approved by consulting arborist. Fences are to remain until all grading and construction are completed.
- Prune trees to be preserved to clean the crown and to provide clearance. All pruning will be completed or supervised by a Certified Arborist and adhere to the Best Management Practices for Pruning of the International Society of Arboriculture.

#### **During Construction**

- No grading, construction, demolition or other work will occur within the tree protection zone. Any modifications must be approved and monitored by the consulting arborist.

### III. D. Biological Resources

- Any root pruning required for construction purposes will receive the prior approval of, and be supervised by, the consulting arborist.
- Supplemental irrigation will be applied as determined by the consulting arborist.
- If injury should occur to any tree during construction, it will be evaluated as soon as possible by the consulting arborist so that appropriate treatments can be applied.
- No excess soil, chemicals debris, equipment or other materials will be dumped or stored within the tree protection zone.
- Any additional tree pruning needed for clearance during construction must be performed or supervised by an Arborist and not by construction personnel.
- As trees withdraw water from the soil, expansive soils may shrink within the root area. Therefore, foundations, footings and pavements on expansive soils near trees will be designed to withstand differential displacement.

#### **Riparian Corridor**

- The riparian corridor along the Guadalupe River shall be preserved in its natural state.
- A 100-foot setback shall be established from the edge of the riparian corridor.
- Landscape plantings within the setback area, if any, shall be comprised of trees, shrubs and/or groundcover species that are riparian and native to the region, in accordance with the City's Riparian Corridor Policy.
- Lighting shall be consistent with the City's Outdoor Lighting Policy (Policy 4-3) and will be designed so that it is not directed toward the riparian corridor, in accordance with the City's Riparian Corridor Policy.
- Prior to issuance of a grading permit, a City approved erosion control plan shall be developed with such measures as: 1) the timing of grading activities during the dry months, 2) temporary and permanent planting of exposed soil, 3) temporary check dams, 4) temporary sediment basins and traps; and 5) temporary silt fences. The provisions of the Erosion Control Plan shall be implemented to the satisfaction of the Director of Planning, Building and Code Enforcement.
- An HMP basin located within the riparian corridor setback, to maintain runoff from the site at pre-construction levels, shall sit back from the edge of existing riparian habitat by a minimum of 25 feet.

#### **White-tailed Kite, Loggerhead Shrike, California Yellow Warbler, Non-listed Raptors, and Other Migratory Breeding Birds**

- If possible, construction should be scheduled between September 1 and January 31 (inclusive) to avoid the nesting season. If this is not possible, pre-construction surveys for nesting white-tailed kite, loggerhead shrike, California yellow warbler, non-listed raptors, and other migratory breeding birds shall be conducted by a qualified ornithologist to identify active nests that may be disturbed during project implementation. Between February and

### III. D. Biological Resources

April (inclusive) pre-construction surveys shall be conducted no more than 14 days prior to the initiation of construction activities or tree relocation or removal. Between May and August (inclusive), pre-construction surveys shall be conducted no more than thirty (30) days prior to the initiation of these activities. The surveying ornithologist shall inspect all trees in and immediately adjacent to the construction area for nests. If an active nest is found in or close enough to the construction area to be disturbed by these activities, the ornithologist shall, in consultation with the California Department of Fish and Game, designate a construction-free buffer zone (typically 250 feet for raptors and 100 feet for other birds) around the nest, which shall be maintained until after the breeding season has ended and/or a qualified ornithologist has determined that the young birds have fledged. The applicant shall submit a report to the Director of Planning, Building and Code Enforcement indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Planning, Building and Code Enforcement prior to the issuance of any grading or building permit.

#### **Pallid Bat and Other Non-listed Bats**

- A detailed bat survey shall be conducted by a qualified bat biologist to determine if bats are roosting or breeding in the onsite buildings prior to demolition. A qualified bat biologist shall look for individuals, guano, staining, and/or vocalization by direct observation and potential waiting for nighttime emergence. The survey shall be conducted during the time of year when bats are active, between April 1 and September 15. If demolition is planned within this timeframe, the survey shall be conducted within 30 days of demolition. An initial survey could be conducted to provide early warning if bats are present, but a follow-up survey will be necessary within 30 days. If demolition is planned outside of this timeframe (September 16 through March 31), the survey shall be conducted in September prior to demolition. If no bats are observed to be roosting or breeding in these structures, then no further action would be required, and demolition can proceed.
- If a non-breeding bat colony is found in the buildings to be demolished, the individuals will be humanely evicted via the partial dismantlement of the buildings prior to demolition under the direction of a qualified bat biologist to ensure that no harm or “take” would occur to any bats as a result of demolition activities. If a maternity colony is detected in the buildings, then a construction-free buffer shall be established around the structure and remain in place until it has been determined by a qualified bat biologist that the nursery is no longer active. Demolition will preferably be done between March 1 and April 15 or August 15 and October 15 to avoid interfering with an active nursery.
- A biologist report outlining the results of pre-construction bat surveys and any recommended buffer zones or other mitigation shall be submitted to the Director of Planning, Building and Code Enforcement and shall be approved to the satisfaction of the Director of Planning, Building and Code Enforcement prior to the issuance of any grading, building, or tree removal permit.

### **Burrowing Owls**

- A pre-construction survey for burrowing owls shall be conducted by a qualified biologist within 30 days prior to any ground disturbance activities.
- A buffer zone of a minimum of 250 feet shall be established around active burrowing owl nesting sites if nesting burrowing owls are discovered during pre-construction surveys conducted between February 1st and August 31st, and no disturbance shall occur within the buffer zone until a qualified biologist has determined that the young birds have fledged; and at least 6.5 acres of foraging habitat contiguous with the occupied burrow site shall be protected for each pair of breeding burrowing owls (with or without dependent young) or single unpaired resident bird.
- No disturbance shall occur within 160 feet of occupied burrows if over-wintering burrowing owls are discovered using the site during the non-breeding season (September 1st through January 31st); and at least 6.5 acres of foraging habitat contiguous with the occupied burrow site shall be protected for each pair of burrowing owls or single unpaired resident bird.
- If any burrowing owls are discovered using the site during the pre-construction surveys during the non-breeding season, a burrowing owl relocation plan to be approved by the California Department of Fish and Game shall be developed and implemented, including passive measures such as installation of one-way doors in active burrows for up to four days, careful excavation of all active burrows after four days to ensure no owls remain underground, and filling all burrows in the construction area to prevent owls from using them. This plan must provide for the owls' relocation to nearby lands possessing available nesting and foraging habitat.
- A biologist report outlining the results of the pre-construction burrowing owl surveys and any recommended buffer zones or other mitigation shall be submitted to the satisfaction of the Director of Planning, Building and Code Enforcement prior to the issuance of a grading or building permit.

### *CONCLUSION*

The implementation of the above trees; riparian corridor; white-tailed kite, loggerhead shrike, California yellow warbler, non-listed raptors, and other migratory breeding birds; pallid bat and other non-listed bats; and burrowing owls mitigation measures would reduce the project's impact on biological resources to a **less-than-significant impact with mitigation.**

## **E. CULTURAL RESOURCES**

*An archaeological field inspection was conducted for the project site by Holman & Associates in 1996, and an archaeological subsurface testing program was conducted on the project site by Holman & Associates in 1997. Archaeological reports are confidential documents that may be viewed at the offices of the City of San Jose Department of Planning, Building and Code Enforcement. An historical and architectural evaluation of the project site was conducted by Archives & Architecture in 1996 and is included in the Almaden / Chynoweth Project FEIR. Urban Programmers conducted an historical and architectural update evaluation dated April 4, 2011 that is included in Appendix D.*

### **EXISTING SETTING**

#### **Prehistoric Resources**

The project site is located within a sensitive archaeological resource area as outlined on the maps on file at the City of San Jose Planning Division. Archival review and an archaeological reconnaissance were performed in 1996. No recorded sites were located in the immediate area, although eight archaeological surveys had been conducted either nearby or partially within the project borders. No surface historic or prehistoric material was found during the site reconnaissance. The subsurface testing program was conducted in 1997 by excavating 69 backhoe trenches across the project site to average depths of 6.5 feet. A single isolated prehistoric artifact was found on the surface; however, no evidence of archaeological or historic resources was found during the trenching operations.

#### **Historic Resources**

##### **Site History**

The project site was part of a larger property owned by David Greenawalt from 1867 until his death in 1888, when his property was divided between his seven children. The project site consists of portions of Lot 4 (APN 458-17-006 and -017), Lot 5 (APN 458-17-018), and Lot 6 (APN 458-16-032) of this Greenawalt Partition. George Greenawalt originally built a house and a butcher shop on Lot 4 (now demolished); and sold a portion of Lot 4 to Ralph Cassibba in 1922. Gustav Malech acquired Lot 5 in 1906. The southeast corner of the project site was the northeast corner of Lot 6, inherited by Amelia Greenawalt Withers; this area was used to grow vegetables.

##### **Potential Historic Resources**

Extant structures dating to the Cassibba occupation of Lot 4 consisted of a c1915 bungalow located at 14520 Almaden Expressway, which had been moved onto the site from an unknown location in 1952. The older buildings still present on Lot 5 appear to date to the Malech occupation; this complex of buildings include a small laborer's cottage and several other agriculture-related sheds. The fruit stand dates to sometime since 1945.

### III. E. Cultural Resources

#### *SIGNIFICANCE CRITERIA*

The proposed project would have a significant impact on cultural resources if it would:

- Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines §15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5.
- Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature.
- Disturb any human remains, including those interred outside of formal cemeteries.

#### *IMPACT AND MITIGATION*

##### **Prehistoric Resources**

The project site is located in a sensitive archaeological resource area; however, there are no recorded sites on the property, and a reconnaissance of the site did not locate any cultural resources. Except for a prehistoric isolate found on the surface during the subsurface testing operations, no evidence of significant archaeological resources was found to an average depth of 6.5 feet. Although there is no basis to warrant monitoring at this time, disturbances due to grading and trenching operations may result in significant impacts to isolated prehistoric and/or historic cultural resources. Although they are not expected to be found at this location, Native America burials are protected by State law.

##### **Historic Resources**

###### **1996 Evaluation**

Based on the City of San Jose's criteria for historical significance, the San Jose Historic Landmarks Commission has established a process by which historical resources are evaluated for significance and a numerical value is assigned. Scores of 32 or less are not eligible for a category of significance. Scores above 33 are to be evaluated for Landmark Status and California Register of Historic Resources eligibility. Based on a lack of architectural integrity and historical significance, the Ralph Cassibba house earned an evaluation score of 17.26 points under the City of San Jose Historic Evaluation criteria, while the laborer's cottage and other outbuildings associated with the Malech property earned an evaluation score of 7.25 points. The property and structures were, thus, not eligible for a category of significance. In addition, the buildings on the project site did not appear to meet the criteria for the National Register of Historic Places.

###### **2011 Update Evaluation**

The 1996 evaluation by Archives & Architecture compared the buildings and property to the criteria of the National Register of Historic Places and to the criteria in the City of San Jose's Historic Preservation Ordinance. While the National Register has not changed its criteria, the City of San Jose has modified its criteria and evaluation tally. An update to the 1996 historical evaluation was conducted to determine if there were any changes to the determinations of significance for the buildings. A site visit was conducted on February 28, 2011; it was

immediately clear that the buildings had deteriorated since the photographs taken in 1996. The roadside fruit stand mentioned in the 1996 report is no longer on the property.

**Ralph Cassibba House**

The Ralph Cassibba house can be described as a California Bungalow with craftsman elements. Constructed in wood with a concrete foundation, the relocated house is in poor condition with extensive wood rot, missing elements, and deferred maintenance. It represents a vernacular form of bungalow style and is not a good representative of the California Bungalow style.

**Malech Ranch – Laborer’s Cottage**

The laborer’s cottage at the Malech Ranch exhibits the typical form and construction used for temporary worker housing at the large ranches and canneries in Santa Clara Valley. The building was moved to this location and the original site/owner is unknown. Typically these buildings were constructed in groups of 10 to 100 around common dining, washing and recreational areas. A very portable style, the buildings were often moved several times. By the mid-1940s, as canneries and ranches shifted production, many of the cottages were sold individually or in small groups to family farmers and ranchers; this appears to be the case with the cottage on the Malech Ranch. In 1996, the cottage did not appear to be occupied and was in severely deteriorated condition; according to the current property manager, the cottage is infested with vermin and has not been occupied since before 1996.

**Malech Ranch – Chicken Coop and Pump House**

The chicken coop was part of a group of agricultural buildings that was evaluated as a unit in 1996. Although the overall design is much the same, the coop is more deteriorated and patched with wood boards and plywood. The utilitarian building is constructed with a frame and single-wall construction that is common for utilitarian agricultural or storage buildings. Alterations since 1996 have allowed it to be used for miscellaneous storage.

The pump house, constructed to protect the water pump’s equipment and electrical connections, is a small shed building that appears much as it did in 1996. The noticeable changes are additional deterioration and steps to secure the building. A power pole has been placed next to the building and signs warn of high voltage. Rocks and dirt have been deposited next to the building to prevent the doors from opening. Small sheds of this type are the most rudimentary of wood buildings, with a light weight frame to support the roof but without a foundation; vertical board siding is nailed to the frame. The severely deteriorated shed has not changed appreciably since 1996.

**Evaluation Update**

The structures were compared to the City of San Jose’s criteria for historical significance using the revised scale adopted in 2010, which is described in the report in Appendix D. Scores of 32 or less are not eligible for a category of significance. Scores above 33 are to be evaluated for Landmark Status and California Register of Historic Resources eligibility. Points received under the City of San Jose Historic Evaluation criteria are as follows:

### III. E. Cultural Resources

Structure	Points
Ralph Cassibba house	12.64
Malech Ranch laborer's cottage	10.6
Malech Ranch chicken coop and pump house	9.5

None of the structures is eligible for a category of significance under the City's revised criteria. While the significance has not changed for the Malech Ranch laborer's cottage, and it has sustained substantial deterioration and even alterations since 1996 – losing integrity of materials and design, the increase in the tally points from 1996 (7.2 points) is due to the fact that the building is somewhat more visible now to northbound motorists exiting State Route 85 at the Almaden Expressway off-ramp than it was in 1996. The historic evaluation tally forms are included in the report in Appendix D.

The 1996 evaluation compared the buildings and property to the criteria of the National Register of Historic Places, but did not evaluate the property using the criteria of the California Register of Historic Resources. The criteria for listing historical resources in the California Register of Historic Resources are consistent with those developed by the National Park Service for listing resources in the National Register of Historic Places, but have been modified for State use in order to include a range of historical resources that better reflect the history of California. The levels of significance for listing in the California Register are included in the report in Appendix D. Considering the integrity of the resources on the project site, the conclusion is that the diminished integrity of all resources would prevent them from listing in the California Register. In further consideration, a review of the historical associations and the physical descriptions confirm that none of the resources attain significance sufficient to be listed individually or as a collection in the California Register. This determination is further confirmed because resources that do not register above 32 points in the City of San Jose's Historic Evaluation and Tally Sheet would not be considered significant to the history of San Jose, the region, state or nation, and thus are not eligible for the California Register of Cultural Resources.

#### Impact Summary

The potential historic resources on the site have been determined not to be historically or architecturally significant; therefore the project would have **no impact** on historical cultural resources. A surface reconnaissance and an extensive subsurface testing program did not locate any significant archaeological resources; therefore, the project would result in a **less-than-significant impact**. However, unexpected discovery of subsurface cultural resources due to grading and other construction operations could still occur. The following standard measures are included in the project in the event subsurface cultural resources are unexpectedly encountered during excavation or construction activities.

### III. E. Cultural Resources

#### *STANDARD MEASURES INCLUDED IN THE PROJECT*

##### **Prehistoric and/or Historic Cultural Resources**

- Should evidence of unknown prehistoric (middens that are darker than surrounding soils containing evidence of fire – ash, charcoal, fire affected rock or earth; concentrations of stone, bone or freshwater shellfish; artifacts of these materials; and burials, both animal and human) and/or historic cultural resources be discovered during grading, excavation, trenching or construction, work within 50 feet of the find shall be stopped to allow adequate time for evaluation and mitigation by a qualified professional archaeologist who shall be called in to make an evaluation; the material shall be evaluated; and if significant, a mitigation program including collection and analysis of the materials prior to the resumption of grading, preparation of a report and curation of the materials at a recognized storage facility shall be developed and implemented to the satisfaction of the Director of Planning, Building and Code Enforcement, who will receive a copy of the report.

##### **Native American Burials**

- Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California: In the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified by the developer or contractor and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission, who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to State law, then the landowner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

#### *MITIGATION MEASURES INCLUDED IN THE PROJECT*

None required.

#### *CONCLUSION*

The project will have a **less-than-significant impact** on cultural resources.

## F. ENERGY

### EXISTING SETTING

California and the nation in general have been in an extended period of increasingly higher energy costs and depleting non-renewable energy resources for utilities and transportation. Public utilities and public transit that are available to serve the project are located in the project vicinity.

Many Federal, State and local statutes and policies address energy conservation. At the Federal level, energy standards apply to numerous products (e.g., the EnergyStar<sup>TM</sup> program) and transportation (fuel efficiency standards). At the State level, Title 24 of the California Administrative Code sets forth energy standards for buildings, rebates/tax credits are provided for installation of renewable energy systems, and the *Flex Your Power* program promotes conservation in multiple areas.

Given the nature of the proposed project, this discussion focuses on the three most relevant sources of energy for this project: electricity and natural gas for retail commercial uses and gasoline for vehicle trips associated with retail commercial uses.

#### **Electricity and Natural Gas**

Electricity and natural gas in San Jose are provided by Pacific Gas and Electric Company (PG&E). The State of California currently requires that energy saving measures be applied to new construction through the California Building Standards Code.

#### **Electricity**

Electricity supply in California involves a complex grid of power plants and transmission lines located in the western United States, Canada and Mexico. The electricity is produced from power plants fueled by natural gas (46 percent), coal (18 percent), hydroelectric (11 percent), nuclear (14 percent), and renewable energy (11 percent). Electricity consumption in California increased by approximately 17 percent from 245,000 gigawatt hours (GWh) in 1998 to 286,800 GWh in 2008, and is forecast to increase another 13 percent to approximately 325,000 GWh in 2018. Most electricity used in California is consumed by the commercial sector (37 percent), residential sector (32 percent), and industrial sector (15 percent).

#### **Natural Gas**

In 2006, natural gas was used to produce electricity (44 percent), in industrial uses (23 percent), in commercial uses (10 percent), in residential uses (22 percent) and for transportation (less than 1 percent). California imports 85 percent of its natural gas supplies from other states and Canada. California's natural gas supplies are increasingly threatened by declining production in the United States and growing demand in neighboring states.

### III. F. Energy

Natural gas usage in California for differing land uses varies substantially by the type of uses in a building, type of construction materials used in a building, and the efficiency of all gas-consuming devices within a building.

As California strives to reduce greenhouse gas emissions, natural gas sources and use will depend on new technologies (e.g., hybrid vehicles, solar heating) and methods of supply (e.g., liquefied natural gas shipped by tanker, biogas). These developments will depend on and influence natural gas supplies and contribute to the uncertainty in past and future projections.

#### **Gasoline for Motor Vehicles**

California is the third highest producer of transportation fuels in the nation, with a crude oil distillation capacity of more than 2.0 million barrels per day. Approximately 38 percent of crude oil used in California is produced in-state, while 14 percent comes from Alaska and 48 percent from foreign sources. Californians currently use roughly 49.5 million gallons of gasoline and diesel each day. According to the California Energy Commission's *2009 Integrated Energy Policy Report*, California is experiencing a downward trend in sales of gasoline, diesel and jet fuel. It is expected that gasoline consumption will decrease in the future largely due to high fuel prices, efficiency gains, competing fuel technologies, and mandated increases of alternative fuel use.

The average fuel economy for the fleet of light-duty vehicles (autos, pickups, vans and SUVs) steadily increased from about 13.1 miles-per-gallon (mpg) in the mid-1970s to 21.1 mpg (estimated 2009 rate). At this rate, driving 12,000 miles in a year would equate to an annual gasoline usage of approximately 570 gallons. In December, 2007, the Energy Independence and Security Act of 2007 was signed, which mandates a national fuel economy standard of 35 miles per gallon by 2020.

Although no new refineries have been constructed in California since 1969, supply has kept pace with demand through a combination of refinery upgrades/modernizations and out-of-state imports.

#### *SIGNIFICANCE CRITERIA*

The proposed project would have a significant energy impact if it would result in:

- The wasteful use of fuel or energy.
- A substantial increase in demand upon energy resources in relation to projected supplies.
- Longer overall distances between jobs and housing.

*IMPACT AND MITIGATION*

**Energy Efficiency**

Project development would result in the consumption of energy in three forms: 1) the fuel energy consumed by construction vehicles; 2) bound energy in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials such as lumber and glass; and 3) ongoing operational use of energy by project employees and customers for transportation as well as project utilities.

Indirectly, the most prevalent form of energy use from operation of the proposed retail development would be associated with vehicle travel. Retail development generates large amounts of vehicle trips as people go to/from work and others seek goods and services. The project includes features to reduce vehicle travel that makes up a large part of the energy consumption associated with the project.

The project will place a retail center in close proximity to residential development. The location of the project will reduce vehicle miles traveled because some San Jose residents may be employed onsite and will not have to drive to other cities for work. In addition, nearby residents will likely shop at the proposed retail center. Because the project will add jobs within the City, the project will help to correct the City's jobs/housing imbalance and result in shorter overall distances between jobs and housing.

The major opportunities to conserve energy are related to the building design. An east-west longitudinal building orientation (maximum southerly window exposure) is the optimum arrangement for capturing the sun's energy during winter months. Where windows with southerly exposure are used, a 32 to 34-inch eave overhang would be required to shield the windows from the summer sun.

The commercial buildings will be designed in accordance with all applicable insulation and energy conservation regulations as prescribed by Title 24 of the California Administrative Code, which sets energy efficient design standards, in order to regulate energy consumed for heating and cooling. Project development will also be in conformance with the City of San Jose Building Code, which also sets forth energy efficient design standards. A list of energy conservation measures that will be considered in the project is included in section II. H. and in Appendix E.

**Green Design**

The California Building Standards Commission (CBSC) recently adopted statewide green building standards. Known as CALGreen, the 2010 Green Building Standards Code is discussed in section III. H., Greenhouse Gas Emissions.

### III. F. Energy

The Green Building Policy for Private Sector New Construction (Policy 6-32), which is described in section II. H. and in section III. H., Greenhouse Gas Emissions, uses third-party Green Building Certification levels of Leadership in Energy and Environmental Design (LEED) or Build It Green (BIG) as green building standards. Adherence to these standards would result in energy efficiency levels from 10 to 15 percent better than those achieved with the 2009 Title 24 California Efficiency Standards. Specific green building components will be included in the project and reviewed at the PD Permit stage; a list of green building design features to be considered is included in section II. H. The project will be designed to be consistent with the Green Building Policy.

#### **Impact Summary**

The increase in demand for energy generated by project development would be a **less-than-significant impact**.

#### *MITIGATION MEASURES INCLUDED IN THE PROJECT*

None required.

#### *CONCLUSION*

The project will have a **less-than-significant impact** on energy.

## **G. GEOLOGY AND SOILS**

*Soil engineering studies were conducted on the project site by Earth Systems Consultants Northern California in 1996. Both of these reports are included in the Almaden / Chynoweth Project FEIR. Cornerstone Earth Group conducted a liquefaction potential analysis dated April 7, 2011 that is included in Appendix F.*

### **EXISTING SETTING**

#### **Topography**

The project site has a uniform northwesterly slope of less than one percent. Elevations on the site range from approximately 180 feet above sea level at the southeasterly portion to approximately 173 feet above sea level at the northwesterly tip. Undocumented, imported fill material was placed on approximately 14.5 acres of the project site in the Fall of 2001 and in the Summer of 2002, to a total depth of approximately one foot. There are no significant topographical features on the site.

#### **Geology**

The project site is underlain by Quaternary alluvium (Qal), which consists of unconsolidated to weakly consolidated silt, sand and gravel. Quaternary alluvium includes Holocene and late Pleistocene alluvium and minor amounts of beach and dune sand and marine terrace deposits.

#### **Geologic Hazard Zone**

The project site is located within the State of California Seismic Hazard Zone of Required Investigation for Liquefaction (California Geological Survey, 2001).

#### **Soils**

The project site is underlain by the alluvial soils of the Yolo association as classified by the U.S. Department of Agriculture, Soil Conservation Service. Yolo silty clay loam, 0-2% slopes (YeA) and Garretson gravelly loam, 0-5% slopes (GbB) are the specific soil types identified at the site.

Yolo silty clay loam, 0-2% slopes is characterized by a grayish brown, massive, hard, mildly alkaline surface layer approximately 26 to 32 inches thick; good natural drainage; moderately slow subsoil permeability; very slow surface runoff; no erosion hazard; high inherent fertility (Class I); and a moderate shrink/swell capacity.

Garretson gravelly loam, 0-5% slopes is characterized by a grayish brown, massive, hard, neutral surface layer approximately 16 to 28 inches thick; good natural drainage; moderately rapid subsoil permeability; slow surface runoff; slight erosion hazard; moderate inherent fertility (Class II-III); and a low shrink/swell capacity.

The site is mapped within a hazard zone for liquefaction on the State's *Seismic Hazard Zones* maps. According to Cooper-Clark and Associates' *San Jose Geotechnical Investigation*, the site is mapped as having a moderately high to high ground failure (liquefaction) potential, weak soil

layers and lenses occurring at random locations and depths, moderate to low expansion potential, slight to no erosion potential, and no susceptibility to landslides. The liquefaction potential is considered to warrant further geologic study at the environmental review stage. The remainder of the soils conditions can be managed using standard engineering measures and do not require further geologic study at this time as part of the environmental review process, but may require further analysis prior to the issuance of a grading or building permit.

#### **Faulting**

##### **Active Faults**

An active fault is defined as a fault along which ground displacement at or near the surface (within a few tens of feet) during the last 11,000 years (Holocene age) can be demonstrated. There are no identified active earthquake faults mapped on the site. The nearest active fault zones are the Hayward and Calaveras Faults, which are mapped approximately 8.0 and 11.0 miles, respectively, to the northeast; and the San Andreas Fault, which is mapped approximately 9.0 miles to the southwest.

##### **Potentially Active Faults**

A potentially active fault is defined as a fault along which ground displacement during the last two million years (Quaternary age) can be demonstrated or along which fault such displacement is suggested. The nearest potentially active fault zones are the Piercy, Silver Creek, and Evergreen faults, which are mapped approximately 4.0, 6.0 and 7.0 miles to the northeast, respectively.

#### **Soil Engineering Studies**

Soil engineering studies were conducted on the project site by Earth Systems Consultants Northern California in 1996 to provide design criteria for commercial and/or residential foundations and recommendations for site preparation, grading, drainage and paving. The investigation included a review of pertinent geologic literature, a site reconnaissance, subsurface exploration of the site with classification of the subsurface soils, laboratory testing of selected soil samples, engineering analysis of the gathered data, and formulation of recommendations for site development. Eight cone penetrometer tests were conducted across the site in 1996 to depths of between 23 and 40 feet. In addition, 12 borings were drilled to depths between 10 and 30 feet in a previous investigation in 1977. The project site is underlain by alluvial soils from the Guadalupe River. The western portion of the site is generally overlain by silty/clayey soils to at least 40 feet in depth. The central portion of the site is generally underlain by silty/clayey soils over sandy material. The portion of the site along the Guadalupe River is generally underlain by a surficial silty layer over sandy soils. The surface and near-surface soils exhibit a moderate to high shrink/swell (expansive) potential.

### III. G. Geology and Soils

#### **Investigative Conclusions**

The project site was considered geotechnically suitable for construction of the then-proposed commercial and/or residential development, providing the recommendations presented in the soil engineering studies were implemented. The primary considerations for foundation design were the expansion potential of the soils and seismic shaking. The soils recommendations would be the same for the proposed commercial project.

#### *SIGNIFICANCE CRITERIA*

The proposed project would have a significant geology and soils impact if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:
  - 1) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.).
  - 2) Strong seismic ground shaking.
  - 3) Seismic-related ground failure, including liquefaction.
  - 4) Landslides.
- Result in substantial soil erosion or the loss of topsoil.
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

#### *IMPACT AND MITIGATION*

#### **Topography**

There are no significant topographical features on the site that would be altered by the project.

#### **General**

The site is mapped within a State hazard zone for liquefaction; and as having a moderately high to high ground failure potential, weak soil layers and lenses occurring at random locations and depths, moderate to low expansion potential, slight to no erosion potential, and no susceptibility to landslides. Geologic conditions on the project site will require that the proposed structures be designed and built in conformance with the requirements of the Uniform Building Code.

All earthwork and foundation plans and specifications will comply with the recommendations of the soil engineering studies by Earth Systems Consultants Northern California. Each of the two soil engineering studies lists approximately 45 recommendations for site grading, temporary cut slopes, foundations, slabs-on-grade, retaining walls, utility trenches, drainage, and asphalt pavement design, which reflect standard engineering practices and construction techniques that are required for similar projects. Site-specific conditions are described below.

### **Expansive Soils**

Expansive soils shrink and swell as a result of moisture changes. The surface and near-surface soils on the site pose a hazard to building foundations because of their moderate to high shrink/swell potential. Measures for buildings on expansive soils include drainage control and special clearing and site preparation operations. Drainage will be controlled and directed away from the structures and pavements. Once the recommended clearing and site preparation operations have been completed, conventional shallow strip and spread footings may be utilized to support the commercial structures.

### **Erosion**

Development of the project site may subject the soils to accelerated erosion, both in graded areas and along the Guadalupe River stream banks. In order to minimize erosion, erosion control measures such as those described in the Association of Bay Area Governments (ABAG) *Manual of Standards for Erosion & Sediment Control Measures* will be incorporated into the project.

### **Faulting**

#### **Ground Rupture**

Ground rupture (surface faulting) tends to occur along lines of previous faulting. As no evidence was found for the existence of active or potentially active faulting on the site, the potential for ground rupture to occur is considered to be low.

#### **Seismic Shaking**

The maximum seismic event occurring on the site would probably be from effects originating from the Hayward, Calaveras, or San Andreas fault systems. Ground shaking effects can be expected in the project area during a major earthquake originating along any of the active faults within the Bay Area. At present, it is not possible to predict when or where movement will occur on these faults. It must be assumed, however, that movement along one or more of these faults will result in a moderate or major earthquake during the lifetime of any construction on this site. The effects on development would depend on the distance to the earthquake epicenter, duration, magnitude of shaking, design and quality of construction, and geologic character of materials underlying foundations.

The proposed structures on the site will be designed and constructed in conformance with the Uniform Building Code Guidelines for Seismic Zone 4 to avoid or minimize potential damage from seismic shaking on the site.

#### **Liquefaction**

The site is mapped within a hazard zone for liquefaction on the State's *Seismic Hazard Zones* maps. Soil liquefaction is a phenomenon in which saturated, cohesionless soil layers located close to the ground surface lose strength during cyclic loading, such as imposed by earthquakes. During the loss of strength, the soil acquires a "mobility" sufficient to permit both horizontal and

vertical movements. Soils that are most susceptible to liquefaction are clean, loose, saturated, uniformly-graded, fine-grained sands.

A liquefaction study is designed to identify the depth, thickness and lateral extent of any liquefiable layers that would affect the project site; and an analysis is performed to estimate the type and amount of ground deformation that might occur, given the seismic potential of the area. Mitigation measures generally fall in one of two categories: ground improvement or foundation design. Ground improvement includes such measures as removal and re-compaction of low-density soils, removal of excess groundwater, in-situ ground densification, and other types of ground improvement (such as grouting or surcharging). Special foundations that are typically considered to mitigate impacts from liquefaction range from deep piles to reinforcement of shallow foundations (such as post-tensioned mats or grid footings).

#### **Lateral Spreading**

Lateral spreading typically occurs as a form of horizontal displacement of relatively flat-lying material toward an open face such as an excavation (either temporary or permanent), channel or body of water. This movement is generally due to failure along a weak plane in soils and may often be associated with liquefaction. Once liquefaction transforms a subsurface layer into a fluid-like mass, gravity plus inertial forces caused by an earthquake may move the mass downslope towards a cut slope or free face (such as a river channel or a canal). Lateral spreading most commonly occurs on gentle slopes that range between 0.3 degrees and 3.0 degrees; such movement can damage utilities, roads and other structures. Mitigation if needed for lateral spreading, like for liquefaction, includes densification of loose soils or use of deep foundations.

#### **Other Secondary Seismic Effects**

Other seismically-induced ground failures such as lurch cracking and local subsidence are related to soil, bedrock and groundwater conditions; the conditions at this site are such that the potentials for these phenomena to occur are considered to be low. Landslides, tsunamis or seiches are considered negligible at the site.

#### **Impact Summary**

Hazards associated with expansive soils, erosion, seismic shaking and liquefaction and/or lateral spreading could result in **significant geology and soils impacts**.

#### *MITIGATION MEASURES INCLUDED IN THE PROJECT*

#### **Expansive Soils**

- Pre-moisturizing programs for the overall site, the foundation trenches, and soil subgrades for concrete slabs-on-grade shall be utilized during construction, if required.
- Drainage shall be controlled away from all structures and pavements.

**Erosion**

- A City-approved Erosion Control Plan shall be developed prior to approval of a grading permit or Public Works clearance with such measures as: 1) the timing of grading activities during the dry months, if feasible; 2) temporary and permanent planting of exposed soil; 3) temporary check dams; 4) temporary sediment basins and traps; and/or 5) temporary silt fences. The provisions of the Erosion Control Plan shall be implemented to the satisfaction of the Director of Planning, Building and Code Enforcement.

**Seismic Shaking**

- The proposed structures on the site shall be designed and constructed in conformance with the Uniform Building Code Guidelines for Seismic Zone 4 to avoid or minimize potential damage from seismic shaking on the site.

**Liquefaction**

- A report addressing the potential hazard of liquefaction shall be submitted to, and reviewed and approved by, the City Geologist prior to issuance of a grading permit or Public Works clearance. The investigation shall be consistent with the guidelines published by the State of California (CDMG Special Publication 117) and the Southern California Earthquake Center (“SCEC”) report.

**Liquefaction and/or Lateral Spreading**

- Ground improvement measures such as removal and re-compaction of low-density soils, removal of excess groundwater, in-situ ground densification, and/or other types of ground improvement; or special foundations such as deep piles or reinforcement of shallow foundations (post-tensioned mats or grid footings) shall be utilized to reduce liquefaction and/or lateral spreading, as warranted.

*CONCLUSION*

The implementation of the above expansive soils, erosion, seismic shaking, and liquefaction and/or lateral spreading mitigation measures would reduce the project’s geology and soils impact to a **less-than-significant impact with mitigation**.

## H. GREENHOUSE GAS EMISSIONS

*Donald Ballanti conducted an air quality impact analysis, which includes greenhouse gas emissions, dated January, 2011 that is included in Appendix B.*

### EXISTING SETTING

#### Background

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as a driving force for global climate change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and anthropogenic activities which alter the composition of the global atmosphere.

California State law defines greenhouse gases as including, but not limited to:

Carbon Dioxide (CO <sub>2</sub> )	Hydrofluorocarbons
Methane (CH <sub>4</sub> )	Perfluorocarbons
Nitrous Oxide (N <sub>2</sub> O)	Sulfur Hexafluoride

The overall approach to the GHG discussion is based upon the technical advisory of the Governor's Office of Planning and Research (OPR) embodied in the document *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*. According to the Governor's OPR, the most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide. The last three of the six identified GHGs are primarily emitted by industrial facilities. For this discussion, only carbon dioxide, methane and nitrous oxide emissions are considered. These primary greenhouse gases are described below.

Carbon dioxide is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources in the past 250 years, the concentration of carbon dioxide in the atmosphere has increased 35 percent. Carbon dioxide is the most widely emitted GHG and is the reference gas [Global Warming Potential (GPW) of 1] for determining GWPs for other GHGs.

Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. In the United States, the top three sources of methane are landfills, natural gas systems, and enteric fermentation. Methane is the primary component of natural gas, which is used for space and water heating, steam production, and power generation. The GWP of methane is 21.

Nitrous oxide is produced by both natural and human-related sources. Primary human-related sources include agricultural soil management, animal manure management, sewage treatment,

mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 310.

### **Greenhouse Gas Effects**

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming, although there is uncertainty concerning the magnitude and rate of the warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

### **Greenhouse Gas Regulations**

#### **Federal**

In September, 2009, the EPA issued a final rule for mandatory reporting of GHGs from large GHG emissions sources in the United States. In general, this national reporting requirement will provide EPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons or more of CO<sub>2</sub> per year. An estimated 85 percent of the total U.S. GHG emissions, from approximately 10,000 facilities, are covered by this final rule.

In April, 2009, EPA published their Proposed Endangerment and Cause or Contribute Findings for Greenhouse Gases under the CCA (Endangerment Finding) in the Federal Register. The Administrator proposed the finding that atmospheric concentrations of GHGs endanger the public health and welfare within the meaning of Section 202(a) of the CCA. The final finding was released on December 7, 2009. The findings do not, in and of themselves, impose any emission reduction requirements but rather allow EPA to finalize the GHG standards proposed earlier this year for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation.

#### **State**

State greenhouse gas regulations consist of:

- Assembly Bill (AB) 1493 (2002), that required ARB to develop and adopt regulations that achieve “*the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty trucks and other vehicles determined by ARB to be vehicles whose primary use is noncommercial personal transportation in the state*”;
- AB 32 (2006) California Global Warming Solutions Act, which required CARB to design and implement emission limits, regulations and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions);
- AB 32 Climate Change Scoping Plan (2008), which was adopted by CARB to meet the 2020 greenhouse gas reduction limits outlined in AB 32. In order to meet these goals, California must reduce its greenhouse gases by 30 percent below projected 2020 levels, or about 10 percent from today’s levels;

### III. H. Greenhouse Gas Emissions

- SB 97 (2007), which acknowledged climate change is a prominent environmental issue that requires analysis under CEQA and directed the Governor's Office of Planning and Research (OPR) to prepare, develop and transmit guidelines for mitigating GHG emissions or the effects of GHG emissions, as required by CEQA;
- SB 375 (2008), which aligned regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation;
- Executive Order S-3-05 (2005), which, in recognition of California's vulnerability to the effects of climate change, set forth a series of target dates by which statewide emission of GHGs would be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. The executive order also directed the Secretary of the California EPA to coordinate a multi-agency effort to reduce GHG emissions to the target levels;
- Executive Order S-13-08 (2008), which directed California to develop methods for adapting to climate change (sea level rise) through preparation of a statewide plan; and
- Executive Order S-1-07 (2007), which proclaimed the transportation sector as the main source of GHG emissions in California (over 40 percent of statewide GHG emissions) and established a goal to reduce the carbon intensity of transportation fuels sold in California by a minimum of 10 percent by 2020.

#### **Regional**

The Bay Area Air Quality Management District (BAAQMD) has established a climate protection program to reduce pollutants that contribute to global climate change and affect air quality in the Bay Area. The climate protection program includes measures that promote energy efficiency, reduce vehicle miles traveled, and develop alternative sources of energy, all of which assist in reducing emissions of GHG and in reducing air pollutants that affect the health of residents. BAAQMD also seeks to support current climate protection programs in the region and to stimulate additional efforts through public education and outreach, technical assistance to local government and other interested parties, and promotion of collaborative efforts among stakeholders.

The adopted BAAQMD *CEQA Air Quality Guidelines* thresholds of significance for operational-related GHG emissions are 1,000 metric tons of carbon dioxide equivalents (CO<sub>2</sub>e) per year, or 4.6 metric tons of carbon dioxide equivalents per service population per year. BAAQMD does not have an adopted threshold of significance for construction-related greenhouse gas emissions.

BAAQMD recommends using the URBEMIS Model to estimate direct CO<sub>2</sub> emissions from the area and mobile sources. To estimate a project's CO<sub>2</sub>e emissions from direct and indirect emission sources, BAAQMD recommends using the BAAQMD Greenhouse Gas Model (BGM). BAAQMD developed the BGM Model to calculate GHG emissions such as indirect emissions from electricity use and waste, and direct fugitive emissions from refrigerants.

#### **Local**

The *San Jose Green Vision*, adopted in October, 2007, is a 15-year plan to transform the City into a work center of clean technology; promote cutting-edge sustainable practices; and demonstrate that the goals of economic growth, environmental stewardship and fiscal responsibility are inextricably linked. The ten goals of the *Green Vision* are as follows:

1. Create 25,000 Clean Tech jobs as the World Center of Clean Tech Innovation;
2. Reduce per capita energy use by 20 percent;
3. Receive 100 percent of electrical power from clean renewable sources;
4. Build or retrofit 50,000 square feet of green buildings;
5. Divert 100 percent of waste from the landfill and convert waste to energy;
6. Recycle or beneficially reuse 100 percent of wastewater (100 million gallons per day);
7. Adopt a General Plan with measurable standards for sustainable development;
8. Ensure that 100 percent of public fleet vehicles run on alternative fuels;
9. Plant 100,000 new trees and replace 100 percent of streetlights with smart, zero-emission lighting; and
10. Create 100 miles of interconnected trails.

The Green Building Policy for Private Sector New Construction (Policy 6-32), which was adopted by the City Council in 2008, demonstrates the City's commitment to environmental, economic and social stewardship, to yield cost savings through reduced operating costs, to provide healthy work environments, and to contribute to the City's goals of protecting, conserving and enhancing the region's environmental resources. The Policy uses third-party Green Building Certification levels of Leadership in Energy and Environmental Design (LEED) or Build It Green (BIG) as green building standards. Adherence to these standards would result in energy efficiency levels from 10 to 15 percent better than those achieved with the 2009 Title 24 California Efficiency Standards.

#### **Sources of Greenhouse Gas Emissions**

Anthropogenic GHG emissions worldwide as of 2005 totaled approximately 30,800 CO<sub>2</sub> equivalent million metric tons (MMT CO<sub>2</sub>E). The United States was the top producer of greenhouse gas emissions as of 2005. The primary greenhouse gas emitted by human activities in the United States was CO<sub>2</sub>, representing approximately 84 percent of total GHG emissions. Carbon dioxide from fossil fuel combustion, the largest source of US greenhouse gas emissions, accounted for approximately 80 percent of US GHG emissions

The primary contributors to GHG emissions in California are transportation, electric power production from both in-state and out-of-state sources, industry, agriculture and forestry, and other sources, which include commercial and residential activities. These primary contributors to California's GHG emissions and their relative contributions are presented in the following table.

**Table 10. Greenhouse Gas Sources in California, 2004**

Source	Annual GHG Emissions (MMTCO <sub>2</sub> E)	Percent of Total
Agriculture	27.9	5.8
Commercial Uses	12.8	2.6
Electricity Generation	119.8	24.7
Forestry ( <i>Excluding Sinks*</i> )	0.2	0.0
Industrial Uses	96.2	19.9
Residential Uses	29.1	6.0
Transportation	182.4	37.7
Other	<u>16.0</u>	<u>3.3</u>
Total	484.4	100.0

\* Emissions are for the forestry industry. Forests, themselves, are a sink for carbon dioxide, as photosynthesis removes carbon dioxide from the atmosphere.

**SIGNIFICANCE CRITERIA**

The proposed project would have a significant greenhouse gas emissions impact if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

**IMPACT AND MITIGATION**

**Standards**

The BAAQMD adopted *CEQA Guidelines* significance thresholds for GHG emissions that include quantitative thresholds of significance for GHG emissions. The *Guidelines* provide that a development project, other than a stationary source, would have a significant cumulative impact unless:

- The project can be shown to be in compliance with a qualified Climate Action Plan; or
- Project emissions of CO<sub>2</sub> equivalent GHGs (CO<sub>2</sub>e) are less than 1,100 metric tons per year; or
- Project emissions of CO<sub>2</sub> equivalent GHGs are less than 4.6 metric tons per year per service population (residents plus employees).

**Estimated Project Emissions**

The project’s incremental increases in GHG emissions associated with traffic increases and direct and indirect energy use would contribute to regional and global increases in GHG emissions and associated climate change effects. The City of San Jose does not currently have a qualified Climate Action Plan. Estimated GHG emissions for the project, which were calculated using the BAAQMD’s BGM model, are shown in the following table. Also shown is the calculated annual emission per service population for the project.

**Table 11. Project Greenhouse Gas Estimates (metric tons CO<sub>2</sub>-eq)**

	Annual GHG Emission (Metric Tons)	BAAQMD Significance Threshold
Project Emissions		
Transportation	14,289	
Area Sources	1	
Electrical Usage	1,874	
Natural Gas Combustion	64	
Water and Wastewater Treatment	24	
Solid Waste	<u>556</u>	
	<b>16,808</b>	1,100
Emissions per Service Population	<b>37.9</b>	4.6

Note: Exceedances are shown in **bold**.

As shown in the above table in **bold**, both project annual emissions and emissions per service population would exceed the BAAQMD performance standards; therefore, the project would be considered to have a significant operational impact on global climate change.

The GHG emissions estimates do not reflect recent changes to building codes. The California Building Standards Commission (CBSC) recently adopted statewide green building standards – the first statewide green building standards in the nation. Known as CALGreen, the 2010 Green Building Standards Code requires:

- 20 percent mandatory reduction in indoor water use, with voluntary goal standards for 30, 35 and 40 percent reductions;
- Separate water meters for non-residential buildings’ indoor and outdoor water use, with a requirement for moisture-sensing irrigation systems for larger landscape projects;
- Diversion of 50 percent of construction waste from landfills, increasing voluntarily to 65 and 75 percent for new homes and 80 percent for commercial projects;
- Mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for non-residential buildings over 10,000 square feet; and
- Low-pollutant-emitting interior finish materials such as paints, carpet, vinyl flooring and particle board.

The above statewide program would be expected to reduce non-transportation GHG emissions from the project by from 15 to 30 percent; however, such a reduction would not reduce project emissions to below the BAAQMD thresholds of significance.

**Green Design**

Specific green building components, in accordance with the City’s Green Building Policy for Private Sector New Construction (Policy 6-32) will be included in the project and reviewed at the PD Permit stage; a list of green building design features to be considered is included in

### III. H. Greenhouse Gas Emissions

section II. H. and energy conservation measures to be considered at the PD Permit stage are listed in Appendix E. The project will be designed to be consistent with the Green Building Policy.

#### **Impact Summary**

Additional trips to and from the project and increased electricity demand would result in greenhouse gas emissions, which would be a **significant (operational) impact**.

#### *MITIGATION MEASURES INCLUDED IN THE PROJECT*

#### **Greenhouse Gas Emissions**

- The following mitigation measures will be incorporated into the project:
  - Plant shade trees within 40 feet of the south side of buildings or within 60 feet of the west side of buildings
  - Use cool roof materials (albedo  $\geq 30$ )
  - Meet Green Building Code standards in all new construction
  - Install solar panels on commercial buildings

#### *CONCLUSION*

Although mitigation measures to reduce greenhouse gas emissions are included in the project, these measures would not reduce the greenhouse gas emissions generated by the project below the BAAQMD's significance thresholds; therefore, the project's greenhouse gas emissions impact would be a **significant unavoidable impact**.

### III. H. Greenhouse Gas Emissions

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## I. HAZARDS AND HAZARDOUS MATERIALS

*AEI Consultants conducted a Phase I environmental site assessment dated May 6, 2011 that is included in Appendix G.*

### EXISTING SETTING

#### **Previous Documents**

Documents previously prepared for the project site include: 1) a Phase I environmental site assessment by Earth Systems Consultants Northern California dated August, 1996; 2) a Phase II environmental site assessment by Earth Systems Consultants Northern California dated January, 1997; 3) a response to SCVWD comments by Earth Systems Consultants Northern California dated May, 1998; 4) a Fill Quality and Environmental Quality Testing Report by Earth Systems Consultants Northern California dated April, 2004; and 5) a Phase I environmental site assessment by AEI Consultants dated November, 2008.

#### **Phase I Environmental Site Assessment – 1996**

The Phase I environmental site assessment identified three potential concerns and recommendations: 1) the possible use of pesticides due to site history as an agricultural property (testing of the near-surface soil for the presence of pesticides was recommended in areas that have been used for crop production); 2) the presence of two agricultural wells (recommended they should be destroyed under SCVWD guidelines); and 3) the presence of four aboveground storage tanks (ASTs), drums and miscellaneous debris (recommended that the ASTs be removed, and testing of the near-surface soil for the presence of petroleum hydrocarbons be conducted in the vicinity of the drums).

#### **Phase II Environmental Site Assessment – 1997**

The Phase II environmental site assessment was conducted in order to determine whether the site had been impacted by the use of organochlorine pesticides, lead, mercury or arsenic during its historical agricultural use. The site was partitioned into 15 subplots, with one near-surface soil sample collected near the approximate center of most of the areas. One of the sub-plots turned out to be outside the property boundary; as such, only 14 samples were analyzed. One of the samples was additionally analyzed for total petroleum hydrocarbons as gasoline and diesel (TPHg and TPHd); benzene, toluene, ethylbenzene and xylenes (BTEX); and methyl tertiary butyl ether (MTBE) due to its location near an observed (1996) diesel 55-gallon drum.

The organochlorine pesticide DDT was detected in 5 samples, with the highest concentration reported at 0.1 parts per million (ppm); and its derivatives, DDE and DDD, were detected in 12 samples with the highest concentration reported at 0.76 ppm, and in 5 samples with the highest concentration reported at 0.045 ppm, respectively. The only other pesticide detected was dieldrin, which was reported in one sample at a concentration of 0.008 ppm. Lead was detected in all samples, with concentrations ranging from 14 to 32 ppm. Mercury was also detected in all samples, with concentrations ranging from 0.11 to 3.8 ppm. Arsenic was not detected in any

### III. I. Hazards and Hazardous Materials

samples above the set detection limit of 10 ppm. This means that arsenic concentrations are below 10 ppm, but may be as high as 10 ppm. Naturally-occurring arsenic in soils in San Jose ranges from less than 5 ppm to upwards of 12 to 15 ppm; thus, the results indicate that the concentrations of arsenic at the site are below 10 ppm and, as such, are representative of naturally-occurring conditions. Petroleum hydrocarbons, BTEX and MTBE were not detected.

#### **Response to SCVWD Comments – 1998**

This letter stated that one soil sample collected from the north central portion of the property was reported to contain a concentration of mercury greater than 10 times the Soluble Threshold Limit Concentration (STLC). According to the letter, one sample was collected from the vicinity of the initial soil sample and analyzed for soluble mercury. Analysis reported a concentration of 0.0065 milligrams per liter (mg/l) and the letter concluded that disposal and/or reuse of the soil from the site with respect to mercury should not be an issue.

#### **Fill Quality and Environmental Quality Testing Report – 2004**

Fill material was placed on approximately 14 acres of the site in Fall, 2001 / Summer, 2002. To assess the quality of the fill, the 14 acres were divided into 24 approximately evenly-spaced areas. Two soil samples were collected per pit and analyzed for TPHg, TPHd and total petroleum hydrocarbons as motor oil (TPHmo); BTEX; pesticides; arsenic; and lead. The two samples from each pit were composited to result in a total of 12 composite samples.

TPHd was reported in all 12 composite samples at concentrations ranging from 1.0 to 4.1 milligrams per kilogram (mg/kg). TPHmo was detected in 6 samples at concentrations ranging from 15 to 35 mg/kg. TPHg and BTEX were non-detect in all samples. Pesticides were reported in 7 of the 12 samples: DDE was reported at concentrations from 0.051 to 1.05 mg/kg; DDT was reported in 2 samples at 0.058 and 0.1 mg/kg. The pesticide dieldrin was reported in one sample at a concentration of 0.061 mg/kg. Lead was detected in all samples at concentrations ranging from 7.3 to 18 mg/kg; and arsenic was detected in two samples at 2.5 and 2.8 mg/kg. It was concluded that no further work related to TPHd, TPHmo, pesticides, arsenic or lead was necessary at that time; however, dieldrin levels should be assessed at the location of the elevated detection upon further work or development.

#### **Phase I Environmental Site Assessment – 2008**

Project site conditions did not differ significantly from the current conditions. No RECs were identified; however, several issues were noted: historical agricultural use, proximity of the site to the Guadalupe River, observance of storm and sanitary sewer caps near the eastern boundary of the property, and potential for asbestos-containing materials and lead based paint associated with onsite buildings.

#### **Phase I Environmental Site Assessment - 2011**

A Phase I environmental site assessment was conducted to identify potential environmental liabilities associated with the presence of any hazardous substances or petroleum products; their use, storage, and disposal at and in the vicinity of the project site; as well as regulatory non-compliance that may have occurred at the project site. The Phase I environmental site

assessment, included a site reconnaissance, site history research, and regulatory agency database review. In addition, previous documents prepared for the project site were reviewed.

**Site Reconnaissance**

A site inspection was conducted on May 3, 2011 to obtain information indicating the likelihood of recognized environmental conditions at the project site and adjacent properties. The term “recognized environmental condition” (REC) means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The project site is largely undeveloped; the western portion is utilized for agricultural purposes and is further improved with several permanent and mobile residences, miscellaneous storage sheds, and assorted materials and farming equipment. The site is bounded by commercial development beyond existing Chynoweth Avenue to the north; the Guadalupe River followed by residences to the northeast and east; groundwater recharge ponds maintained by the Santa Clara Valley Water District (SCVWD) to the southeast; State Route 85 to the south; and Almaden Expressway and commercial development to the west.

Two 55-gallon drums and two 25-gallon drums of grease were observed in buildings on the southwest side of the property. No evidence of a release was observed. One 55-gallon drum labeled as hydraulic oil was also observed, but was empty. Five empty 55-gallon drums were observed on the southwestern and along the southern portions of the site. Additionally, two 55-gallon drums and an approximately 25-gallon drum were observed in a storage shed on the southwestern portion of the property. No stressed vegetation or evidence of any releases was observed in the vicinity of these drums.

A large plastic aboveground storage tank (AST) was observed on the southern portion of the site. According to the property tenant, this AST is used to hold water for watering the crops. An unlabeled, approximately 100-gallon metal AST was observed on the southern portion of the site; this AST was elevated off the ground and no evidence of a release was observed.

According to the property owner and review of a previous report, the project site contains two agricultural water wells. The property tenant indicated that the southwestern portion of the property is equipped with septic systems.

Two sanitary sewer caps and one storm sewer cap within concrete cylinders are located near the eastern and southeastern portions of the site and adjacent groundwater recharge ponds. Two additional concrete cylinders were also observed, and are the locations of former sanitary sewer and/or storm sewer caps.

**Historical Review**

Historical aerial photographs of the site and vicinity from 1939 through 2008 were reviewed. According to these sources, the project site was used primarily as agricultural land through c1981, and partially as agricultural land since then. Permanent and mobile residences appear to have been located on the southwestern corner of the site since at least 1939; the sole remaining permanent residence is first visible in the 1956 aerial photograph. An additional residence appears to have been located on the northeastern portion of the site from c1939 to 1965. The site appears to have been primarily vacant land since at least 1999; however, building department records indicate that a portion of the property has been seasonally used as a Christmas tree lot and pumpkin patch since at least 1993.

Agricultural land and/or scattered residences surrounded the site in 1939. The current percolation ponds to the southeast were under construction in 1965. By 1977, the commercial structures existed to the north; residential development existed across the Guadalupe River to the northeast; and commercial development existed across Almaden Expressway to the west. SR 85 is present in its current configuration in the 1999 aerial photograph. No significant changes have been noted since.

**Regulatory Agency Review**

A regulatory agency database report was obtained and reviewed to help establish whether contamination incidents have been reported on the site or in the vicinity, as detailed in the report in Appendix G. The project site was not identified during the regulatory database search. Leaking Underground Storage Tank (LUST) cases were identified at gasoline stations at 4995 Almaden Expressway (hydrologically cross-gradient) and at 5005 Almaden Expressway (hydrologically cross-gradient); however, based on their regulatory status, these sites are not expected to represent a significant environmental concern. A hazardous waste manifest was identified at the Safeway store at 4950 Almaden Expressway (hydrologically down-gradient); no details were provided with respect to this listing but, based on the nature of the development and the lack of a documented release, this listing is not expected to represent a significant environmental concern.

*SIGNIFICANCE CRITERIA*

The proposed project would have a significant hazards and hazardous materials impact if it would:

- Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school.
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

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- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area.
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.
- Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

#### *IMPACT AND MITIGATION*

##### **General**

The project site will be viewed by a qualified environmental professional during demolition and pre-grading activities to observe areas of the property that may have been obscured by existing structures for such items as stained soils, septic systems, underground storage tanks, and/or unforeseen buried utilities; and, if found, a mitigation program will be developed, submitted to the appropriate regulatory agencies with a copy to the Director of Planning, Building and Code Enforcement, and implemented with such measures as soil testing, removal and/or offsite disposal at a permitted facility.

##### **Wells**

There are two existing agricultural water wells on the project site that will be destroyed prior to the construction of the project. If not properly destroyed, the wells could cause contamination of the groundwater. Well destruction is regulated by the Santa Clara Valley Water District's Ordinance No. 90-1 in order to assure that such wells will not cause pollution or contamination of groundwater or otherwise jeopardize the health, safety, or welfare of the people of the district. The Ordinance requires that a permit be obtained from the SCVWD before a well can be destroyed.

##### **Septic Systems**

Septic systems may be present on the site. If remnants of a septic system(s) are discovered during grading operations, the septic system(s) will be removed in accordance with the requirements of the Santa Clara County Sewage Disposal Ordinance and County health requirements.

##### **Aboveground Storage Tanks and/or Substance Containers**

Two ASTs (one plastic and one metal) were observed on the project site on May 3, 2011. Based on the observation and nature of the use, the presence of the ASTs is not expected to represent a significant environmental concern.

Ten 55-gallon and three 25-gallon drums, four of which contained grease while the remainder were empty, were observed on the project site. Based on the relatively small quantities observed

and the lack of evidence of a release (such as evidence of leakage, stained soils, etc.), the presence of these materials is not expected to represent a significant environmental concern.

### **Soil Contamination**

#### **Pesticides**

Pesticides in the form of DDT and derivatives, and dieldrin, were detected in samples collected from the site in 1997. The highest concentration of DDT and derivatives of 0.905 ppm was below the EPA Preliminary Remediation Goal (PRG) of 1.3 ppm; and the concentration of 0.008 ppm Dieldrin was below its PRG of 0.028 ppm. These organochlorine pesticides were not considered to be a concern on the project site since they were below EPA regulatory levels.

Detectable concentrations of DDE, DDT and dieldrin were reported in fill material in 2004. The levels of the respective pesticides in the fill soil were not above their respective California Code of Regulations (CCR) toxicity levels or PRGs except for the composite sample of dieldrin. Dieldrin was above the PRGs for residential soils, but below the PRGs for outdoor worker soils. No further work was considered necessary at that time; however, it was recommended that upon further work or site development, dieldrin levels should be assessed at the pertinent location.

#### **Lead, Mercury and Arsenic**

Lead and mercury were reported in all samples collected at the site in 1997. The highest concentration of lead was 32 ppm, which is below its PRG of 130 ppm. The highest concentration of mercury was 3.8 ppm, which is below its PRG of 6.5 ppm. Arsenic was not detected at the site. Lead, mercury and arsenic were not considered to be a concern on the project site since they are below EPA regulatory levels.

Detectable concentrations of arsenic and lead were reported in fill material in 2004. The detectable concentrations of arsenic were well below its respective CCR toxicity levels, PRGs and background levels. The detectable concentrations of lead were above background levels, but were below the respective CCR toxicity levels and PRGs. No further work was considered necessary.

#### **Petroleum Hydrocarbons**

Petroleum hydrocarbons were not detected in the sample collected adjacent to the 55-gallon drum marked "diesel" in 1997; therefore, petroleum hydrocarbons were not considered to be a concern on that portion of the project site.

Detectable concentrations of TPHd and TPHmo were reported in fill material in 2004. These concentrations were well below the PRGs for both compounds; no further work was considered necessary.

### **Demolition**

The project proposes the demolition of a structure(s) that may contain hazards such as asbestos-containing materials (ACM) or lead based paint (LBP). The structures to be removed will be surveyed for the presence of ACM and/or LBP. If any suspect ACM are present, they will be sampled prior to demolition and removed in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) and Cal-OSHA requirements, if warranted. Notification must also be made to the Bay Area Air Quality Management District (BAAQMD). If any suspect LBP is present, it will be sampled prior to demolition and removed in accordance with EPA, OSHA and BAAQMD requirements, if warranted.

### **Future Operations**

Operation of the proposed project will include the use and onsite storage of cleaning supplies and maintenance chemicals in small quantities similar to the operations of other similar commercial buildings in the city. No other hazardous materials will be used or stored onsite, except for a possible gas station. The small quantities of cleaning supplies and maintenance chemicals that will be used onsite do not pose a risk to onsite workers, customers or adjacent land uses.

### **Impact Summary**

Due to the historic agricultural use of the site, subsurface conditions obscured by existing structures and/or dieldrin levels in one location could result in **significant hazards and hazardous materials impacts**.

#### *MITIGATION MEASURES INCLUDED IN THE PROJECT*

### **Soil Contamination**

- Prior to issuance of a Grading Permit, soil at the pertinent location shall be sampled for dieldrin. The applicant shall submit a letter to the Environmental Compliance Officer of the City's Environmental Services Department to confirm that any and all dieldrin-impacted soil found above the agreed-upon health protective cleanup criteria has been removed for offsite disposal at a permitted facility in accordance with all relevant laws and regulations.
- Prior to issuance of grading permits, a Site Management Plan (SMP) shall be prepared to establish management practices for handling any impacted soil material that may be encountered during site development and soil-disturbing activities. Components of the SMP shall include but are not limited to:
  - Site control procedures to control the flow of personnel, vehicles, and materials in and out of the site;
  - Measures to minimize dust generation, stormwater runoff, and tracking of soil offsite as well as to reduce the possibility of the creation of preferential pathways for chemicals of potential concern detected in groundwater beneath the site;

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- Protocols for conducting earthwork activities in areas where impacted soil is present or suspected. Worker training requirements, health and safety measures, and soil handling procedures will be described, if warranted;
- Protocols for addressing buried structures, wells, debris, or unidentified areas of impacted soil encountered during site development activities;
- Protocols to evaluate the quality of soil suspected of being contaminated so that appropriate mitigation, disposal or reuse of the soil can be determined;
- Procedures for handling and mitigating any impacted soils;
- Land use covenants and site operation and maintenance protocols to minimize the possibility of future disturbance and exposure of remaining residual contaminants.

A copy of the SMP shall be provided to the appropriate regulatory agencies including DTSC, the Santa Clara County Environmental Health Department, and the Director of the City's Environmental Services Department for review and approval, with a copy to the Director of Planning, Building and Code Enforcement. The provisions of the SMP shall be implemented to the satisfaction of the Director of Planning, Building and Code Enforcement.

#### *CONCLUSION*

The implementation of the above soil contamination mitigation measures will reduce the project's hazards and hazardous materials impact to a **less-than-significant impact with mitigation**.

## J. HYDROLOGY AND WATER QUALITY

### EXISTING SETTING

#### HYDROLOGY

##### **Waterways**

There are no waterways on the project site; however, the Guadalupe River, a Santa Clara Valley Water District facility, is located along the northeasterly and easterly site boundaries.

##### **Flooding**

The project site is not within an area of historic flooding, and according to the Federal Emergency Management Agency's (FEMA) *Flood Insurance Rate Map 06085C0263H*, the Guadalupe River channel is within the limits of potential inundation with the occurrence of a 1 percent (100-year) flood, while the project site is within Zone D, an area with undetermined flooding, but flooding is possible. According to the FEMA map, the 1 percent annual chance (100-year) flood discharge is contained in the river channel. The limits of the potential inundation are shown on the following FEMA-based Potential Flooding map.

The project site is located adjacent to Reach 12 of the Santa Clara Valley Water District's Upper Guadalupe River Watershed project, as discussed in section II. I. This reach has capacity to contain the 1 percent flow but does not have adequate freeboard from Chynoweth Avenue to Blossom Hill Road. Increased flood protection for this reach of the Guadalupe River is currently being designed with construction anticipated to begin in 2013. In 1998 when the previous EIR was certified, the Engineer's Report for the Guadalupe River Watershed Planning Study proposed an off-stream percolation pond and an associated wetlands revegetation area as well as riparian revegetation on the northerly portion of the project site; however, according to the SCVWD, there is no longer a need for the percolation pond and it is no longer a part of the project.

##### **Wells**

As described in section III. I., Hazards and Hazardous Materials, there are two existing agricultural water wells on the project site.

#### WATER QUALITY

Stormwater runoff flows to the Guadalupe River and then north to the San Francisco Bay.

The project site is currently covered with open, vacant land except for a farmhouse, mobile home trailers and several agricultural buildings along Almaden Expressway, and has an estimated 0.01 percent of impervious surfaces. There are no paved driveways or parking areas.



### **Nonpoint Sources**

The Porter-Cologne Water Quality Control Act and Federal Clean Water Act require local municipalities to implement measures to control construction and post-construction pollution entering local storm drainage systems to the maximum extent practicable. To comply with the requirements of the Porter-Cologne Water Quality Control Act and Federal Clean Water Act, the State Water Resources Control Board (SWRCB) implemented a National Pollution Discharge Elimination System (NPDES) Permit for the Santa Clara Valley. Subsequent to implementation of the Permit, the San Francisco Regional Water Quality Control Board (RWQCB) issued a Municipal Storm Water NPDES Permit to fifteen co-permittees: the City of San Jose, twelve other municipalities within the Santa Clara Basin watershed area, the County of Santa Clara, and the Santa Clara Valley Water District (SCVWD). Two programs, the Nonpoint Source Pollution Program and the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), have been implemented under the NPDES Permit to control construction and post-construction runoff.

### **Nonpoint Source Management Plan**

In 1988, the SWRCB adopted the Nonpoint Source Management Plan in an effort to control nonpoint source pollution in California. In December, 1999, the Plan was updated to comply with the requirements of Section 319 of the Clean Water Act and Section 6217 of the Coastal Zone Act Reauthorization Amendment of 1990. The Nonpoint Source Management Plan, which requires individual permits to control discharge associated with construction activities, is administered by the RWQCB under the NPDES General Permit for Construction Activities. Projects must comply with the requirements of the Nonpoint Source Management Plan if:

- they disturb one acre or more of soil; or
- they disturb less than one acre of soil but are part of a larger development that, in total, disturbs one acre or more of soil.

The NPDES General Permit for Construction Activities requires the developer to submit a Notice of Intent (NOI) to the RWQCB and to develop a Stormwater Pollution Prevention Plan (SWPPP) to control discharge associated with construction activities.

Additional water quality control measures were approved in October, 2001 (revised in 2005), when the RWQCB adopted an amendment to the NPDES Permit for Santa Clara County. This amendment, which is commonly referred to as “C3”, requires all new and redevelopment projects that result in the addition or replacement of impervious surfaces totaling 10,000 square feet or more to: 1) include stormwater treatment measures; 2) ensure that the treatment measures be designed to treat an optimal volume or flow of stormwater runoff from the project site; and 3) ensure that stormwater treatment measures are properly installed, operated and maintained. On October 14, 2009, the RWQCB adopted the Municipal Regional Stormwater NPDES Permit No. CAS612008 for the San Francisco Bay Region; this Permit replaces current countywide municipal stormwater permits with a Municipal Regional Permit (MRP) for all 76 Bay Area

municipalities in an effort to standardize stormwater requirements in the region. New projects and redevelopment projects are required to design and implement post-construction stormwater treatment systems to reduce stormwater runoff pollution and prevent increases in runoff flows.

The City has developed a policy that implements Provision C.3 of the NPDES Permit, requiring new development projects to include specific construction and post-construction measures for improving the water quality of urban runoff to the maximum extent feasible. The City's Post-Construction Urban Runoff Management Policy (6-29) established general guidelines and minimum Best Management Practices (BMPs) for specified land uses, and includes the requirement of regular maintenance to ensure their effectiveness. Later, the City adopted the Post-Construction Hydromodification Management Policy (8-14) to manage development-related increases in peak runoff flow, volume and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation or other impacts to local rivers, streams and creeks. Implementation of these Policies will reduce potential water quality impacts to less-than-significant levels.

#### *SIGNIFICANCE CRITERIA*

The proposed project would have a significant impact on hydrology and water quality if it would:

- Violate any water quality standards or waste discharge requirements.
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
- Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
- Otherwise substantially degrade water quality.
- Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- Place within a 100-year flood hazard area structures that would impede or redirect flood flows.
- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.
- Be subject to inundation by seiche, tsunami or mudflow.

*IMPACT AND MITIGATION*

**Flooding**

As shown on the preceding Potential Flooding exhibit, Figure 19, the 1 percent annual chance flood discharge is contained within the Guadalupe River channel; therefore the project site is not within the limits of potential inundation with the occurrence of a one percent flood. The site is not subject to seiche or tsunami. The project storm drainage system will include a hydromodification management basin that will maintain runoff from the site at current levels. Development of the site will not cause flooding.

**Wells**

The two existing agricultural water wells on the project site will be destroyed in accordance with Santa Clara Valley Water District standards prior to project construction, as described in section III. I., Hazards and Hazardous Materials.

**Erosion**

An estimated 77 percent increase in impervious surface on the site would result in an increase in runoff. Increased flow and duration can contribute to downstream streambank erosion. The project would not have a direct outfall into any stream. As described above, project flows would drain through the existing storm drainage system to the Guadalupe River, which is adjacent to the northeasterly and easterly site boundaries.

**Water Quality**

The primary impact on water quality would result from the addition of impervious surfaces, such as rooftop, driveway, parking lot and street runoff. Particulates, oils, greases, toxic heavy metals, pesticides and organic materials are typically found in urban storm runoff. The project's contribution would have a potentially significant impact on water quality. Stormwater runoff would increase under project conditions as the amount of impervious surfaces (buildings and pavement) would increase from an estimated 0.01 percent of the site to an estimated 77 percent, as shown in the following table. The proposed increase in impervious surfaces would increase the amount of stormwater discharged into the storm drainage system and the Guadalupe River. In addition, temporary construction-related activities such as clearing, grading, or excavation would result in potentially significant impacts to water quality.

**Table 12. Estimated Pervious and Impervious Surfaces Comparison**

Total Site: 43.5 acres 1,894,860 sf			Total Disturbed Area: 43,5 acres 1,894,860 sf		
Area	Existing Condition of Site Area Disturbed - sf	Proposed Condition of Site Area Disturbed - sf			
		Replaced (or Remain)	New		
<b>Impervious Surfaces</b>					
Roof Area(s)	2,000	2,000	398,000		
Parking/Private Drive (paved)	0	0	873,500		
Sidewalks, Patios, Paths, etc.	0	0	unknown		
Streets (Public)	0	0	191,200		
Streets (Private)	0	0	0		
<b>Total Impervious Surfaces</b>	<b>2,000</b>	<b>2,000</b>	<b>1,462,700</b>		
<b>Pervious Surfaces</b>					
Landscape Areas	0	0	225,500		
Pervious Pavers	0	0	0		
Other Pervious Surfaces (green roof, etc.)	1,892,860	204,660	0		
<b>Total Pervious Surfaces</b>	<b>1,892,860</b>	<b>204,660</b>	<b>225,500</b>		
<b>Total Proposed Replaced + New Impervious Surfaces:</b>			<b>1,464,700</b>		
<b>Total Proposed Replaced + New Pervious Surfaces:</b>			<b>430,160</b>		

The goal of the project is to ensure that construction activities do not impact water quality and that the final design incorporates an efficient program of post-construction stormwater treatment measures appropriate to the site conditions. To this end, the project will incorporate controls into the site design to reduce pollutants carried in stormwater runoff, thereby meeting the requirements of the Municipal Regional Stormwater NPDES Permit (MRP). In addition, the project will meet the requirements of City Council Policies 6-29 and 8-14.

The project will construct more than 10,000 square feet of impervious surface; therefore, the design will employ Best Management Practices (BMPs) as appropriate, based upon site-specific design, to achieve stormwater requirements for urban runoff pollution. At a minimum, the following list of general guidelines addressing post-construction urban runoff pollution prevention will be considered in the development of future specific plans at the PD Permit stage. The BMPs most likely to be employed include, but are not limited to:

- Vegetated Filter Strips – Linear strips of vegetated surface designed to treat surface sheet flow from adjacent surfaces.
- Vegetated Swales – Shallow open channels with vegetated sides and bottom designed to collect, slow and treat stormwater as it is conveyed to a downstream discharge point(s).

### III. J. Hydrology and Water Quality

- Bioretention – Soil and plant-based filtration device that removes pollutants through a variety of physical, biological and chemical treatment processes.
- Flow-Through Planter Boxes – Structures designed to intercept rainfall and slowly drain it through filter media and out of planter.
- Permeable Pavements – Permeable hardscape that allows stormwater to pass through and infiltrate into subsurface soils.
- Drain Inserts – Manufactured filters or fabric placed in an inlet to remove pollutants, sediment and debris.

According to the *Hydromodification Management Plan Applicability Map for Santa Clara County* issued as a part of the Municipal Regional Stormwater NPDES Permit, the development of the project requires that hydromodification controls be incorporated into the project. To meet this requirement, the project will include a hydromodification management basin within the riparian setback along the Guadalupe River frontage. Drainage runoff from the site will be collected in underground pipes and discharged to the basin. The basin will be sized and the outlets will be designed so the collected runoff volume closely matches the site's pre-developed runoff in accordance with the requirements of the regional stormwater permit and Council Policy 8-14. The hydrology report that was prepared for the previous EIR is no longer applicable as all of the project site runoff will be directed to the HMP basin.

As an alternative to the open basin adjacent to the Guadalupe River, underground storage may be considered to meet the hydromodification management requirements for the project. This underground storage would be located under the parking area on the southerly portion of the site. The underground storage could be a series of pipes, vaults or other structures sized appropriately to meet requirements of the regional stormwater permit and Council Policy 8-14.

#### **Impact Summary**

The project site is not subject to flooding. Stormwater runoff associated with project development and construction-related activities such as clearing, grading or excavation could result in **significant impacts to water quality**.

#### *MITIGATION MEASURES INCLUDED IN THE PROJECT*

#### **Water Quality**

- The project shall include a hydromodification management basin within the riparian setback along the Guadalupe River frontage. Drainage runoff from the site shall be collected in underground pipes and discharged to the basin. The basin shall be sized and the outlets shall be designed so the collected runoff volume closely matches the site's pre-developed runoff in accordance with the requirements of the regional stormwater permit and Council Policy 8-14.

**Construction**

- Prior to the commencement of any clearing, grading or excavation, the project shall comply with the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Construction Activities Permit, to the satisfaction of the Director of Public Works, as follows:
  - The applicant will develop, implement and maintain a Storm Water Pollution Prevention Plan (SWPPP) to control the discharge of stormwater pollutants including sediments associated with construction activities; and
  - The applicant will file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB).
- The project shall incorporate Best Management Practices (BMPs) into the project to control the discharge of stormwater pollutants including sediments associated with construction activities.
- The project applicant shall comply with the City of San Jose Grading Ordinance, including erosion and dust control during site preparation and with the City of San Jose Zoning Ordinance requirements for keeping adjacent streets free of dirt and mud during construction. The following specific BMPs shall be implemented to prevent stormwater pollution and minimize potential sedimentation during construction:
  - Restriction of grading to the dry season (April 15 through October 15) or meet City requirements for grading during the rainy season;
  - Utilize onsite sediment control BMPs to retain sediment on the project site;
  - Utilize stabilized construction entrances and/or wash racks;
  - Implement damp street sweeping;
  - Provide temporary cover of disturbed surfaces to help control erosion during construction; and
  - Provide permanent cover to stabilize the disturbed surfaces after construction has been completed.

**Post-Construction**

- Prior to the issuance of a Planned Development Permit, the applicant shall provide details of specific BMPs including, but not limited to, bioswales, disconnected downspouts, landscaping to reduce impervious surface area, and inlets stenciled "No Dumping – Flows to Bay" to the satisfaction of the Director of Planning, Building and Code Enforcement.
- The project shall comply with the Municipal Regional Stormwater NPDES Permit No. CAS612008, which provides enhanced performance standards for the management of stormwater of new development.
- The project shall comply with applicable provisions of the following City Policies – 1) Post-Construction Urban Runoff Management Policy (6-29) which establishes guidelines and

### III. J. Hydrology and Water Quality

minimum BMPs and numerically-sized (or hydraulically-sized) Treatment Control Measures (TCMs) for all projects; and 2) Post-Construction Hydromodification Management Policy (8-14) which provides for hydromodification measures.

#### *CONCLUSION*

The implementation of the above water quality mitigation measures will reduce the project's impact on hydrology and water quality to a **less-than-significant impact with mitigation**.

## **K. LAND USE AND PLANNING**

### *EXISTING SETTING*

#### **San Jose 2020 General Plan**

The land use designations for the project site on the *San Jose 2020 General Plan* Land Use/Transportation Diagram are General Commercial on a majority of the site and High Density Residential (25-50 DU/AC) in the northeasterly portion of the site, as shown on the preceding General Plan Map, Figure 6.

#### **Special Areas**

The project site is not located within any of the City's Specific Plan areas.

#### **Zoning**

The project site is currently zoned A(PD) Planned Development Zoning District for commercial and/or high density residential development, as shown on the preceding Zoning Map, Figure 7. The project is an application to rezone the site to A(PD) Planned Development Zoning District in accordance with the proposed General Development Plan, shown in conceptual form on Figure 15.

#### **Existing and Surrounding Uses**

Approximately 31.5 acres of the project site are currently fallow agricultural land. A complex of buildings in the southwesterly corner along Almaden Expressway and approximately 12.0 acres of land are utilized for the production and seasonal sale of agricultural products (pumpkins and corn). Uses of the site include: rural residential and agricultural (orchard and row crops). Land uses surrounding (within 500 feet of) the project site include: commercial and the Guadalupe River to the north; the Guadalupe River, Santa Clara Valley Water District percolation ponds and residential to the east; State Route 85 to the south with residential and percolation ponds beyond; and Almaden Expressway and commercial to the west.

#### **Habitat Conservation Plan / Natural Community Conservation Plan (HCP/NCCP)**

As discussed in the preceding Biological Resources section, the City of San Jose, Santa Clara Valley Transportation Authority, Santa Clara Valley Water District, Santa Clara County and the cities of Gilroy and Morgan Hill are preparing a joint Habitat Conservation Plan/Natural Community Conservation Plan. The Habitat Plan is being developed in association with the USFWS, CDFG and NMFS and in consultation with stakeholder groups and the general public to protect and enhance ecological diversity and function within more than 500,000 acres of southern Santa Clara County. The Interim Project Referral Process requires the local participating agencies to notify the wildlife agencies (CDFG and USFWS) of projects that have the potential to adversely impact covered species or natural communities, or conflict with the preliminary conservation objectives of the Habitat Plan. CDFG and USFWS were notified on December 17, 2010.

*SIGNIFICANCE CRITERIA*

The proposed project would have a significant impact on land use and planning if it would:

- Physically divide an established community.
- Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

*IMPACT AND MITIGATION*

**San Jose 2020 General Plan**

**Land Use/Transportation Diagram**

The proposed project is consistent with the General Commercial designation on the majority of the site on the *San Jose 2020 General Plan* Land Use/Transportation Diagram, but not with the High Density Residential portion in the northeasterly corner; however, it does conform to the City's future direction as expressed in various outreach documents prepared by the General Plan Update Team and, therefore, staff considers the proposed land use as consistent with the Economic Development Major Strategy and Commercial Land Use Policies and with the future Regional Commercial land use designation of the site.

**Major Strategies and Policies**

Approval of the proposed rezoning and subsequent development of the site with the proposed project would result in development of up to 400,000 square feet of new commercial uses, which would increase jobs in the City, thereby benefiting the existing jobs/housing imbalance and increasing revenue for City services. The project will provide new jobs in a highly urbanized area of the City. The proposed project would result in a commercial center on a major roadway that is well served by a public transportation system and within close proximity to residential development. The site will be developed with green building design standards and will provide new jobs and revenue to the City of San Jose. As described in section II. E., the proposed project is consistent with the City's Economic Development Strategy, Growth Management Strategy, and Sustainable City Strategy.

The proposed project includes the provision of a 100-foot setback from the outside edge of the riparian corridor habitat; the replacement of trees that are to be removed; the provision of an HMP basin to intercept all runoff prior to discharge into the Guadalupe River; the creation of approximately 1,000 new jobs; and design, parking, lighting, street trees and landscaping, and noise considerations in conformance with the Commercial Land Use, Economic Development, Urban Design, Transportation, Riparian Corridors and Upland Wetlands, Urban Forest, Water Resources, and Noise policies, as detailed in section II. E.

### III. K. Land Use and Planning

#### **Compatibility**

The project would change the land use on the site from predominantly fallow agricultural land to retail commercial use. Commercial uses are compatible with the surrounding area as it is a land use that presently exists within the surrounding neighborhood (within 500 feet of the project site). Development of the project site would introduce new buildings and roadways to the area. These uses would change the view of the site and would generate increases in traffic and noise in the area that would not be significant; however, the increase in air pollution would be significant and unavoidable, as discussed in section III. C., Air Quality.

#### **Habitat Conservation Plan / Natural Community Conservation Plan (HCP/NCCP)**

The project site meets the threshold that requires an interim Habitat Conservation Plan project referral and has been referred to the agencies.

#### **Impact Summary**

The project would have a **less-than-significant impact** on land use and planning.

#### *MITIGATION MEASURES INCLUDED IN THE PROJECT*

None required.

#### *CONCLUSION*

The project's impact on land use and planning would be a **less-than-significant impact**.

## **L. NOISE**

*A noise assessment study was conducted on the project site in 1996 by Edward L. Pack Associates, Inc. and is included in the Almaden / Chynoweth Project FEIR. Charles M. Salter Associates, Inc. conducted a noise measurement update dated April 28, 2011 for the currently proposed project that is included in Appendix H.*

### **EXISTING SETTING**

#### **Standards**

##### **City – Transportation Noise**

Noise criteria that apply to the project are included in the City of San Jose General Plan, which establishes a policy of requiring noise mitigation from transportation noise for commercial land use where the exterior level exceeds 60 dBA DNL and/or the interior level exceeds 45 dBA DNL. It is recognized, however, that attainment of the exterior noise quality levels in the vicinity of San Jose International Airport, the Downtown Core Area and along major roadways may not be achieved within the time frame of the General Plan. In these areas, an exterior noise goal of 65 dBA DNL is acceptable where it is not feasible to reduce the exterior noise level to 60 dBA DNL.

##### **City – Non-Transportation Noise**

The City of San Jose General Plan specifies a limit of 55 dBA DNL at the property line of residential uses impacted by non-transportation related noise sources, such as commercial operational uses, trucking, loading area operations and/or mechanical equipment.

##### **City – Operational Equipment-Generated Noise**

The San Jose Zoning Ordinance contains performance standards for the generation of noise at adjacent properties. In summary, noise generation is limited to 55 dBA at residential property lines and 60 dBA at commercial property lines. While not used as a CEQA impact threshold, conformance will likely be required as a condition of project approval.

##### **CALGreen**

The 2010 California Building Code, Green Building Standards – “CALGreen”, includes prescriptive requirements for windows and walls of buildings exposed to noise levels that regularly exceed 65 dBA. Windows are to have sound insulation ratings of STC 30 or higher, and walls are to be STC 50 or higher.

#### **Existing Noise Sources**

Noise intrusion over the site originates primarily from vehicular traffic sources on Almaden Expressway to the west and on State Route 85 (SR 85) to the south. The site is level and at-grade with Almaden Expressway. SR 85 passes over Almaden Expressway at an elevation of approximately 30 feet; the northbound Almaden Expressway interchange ramp slopes down along the site to reveal at-grade as it intersects with the expressway. The site’s noise

### III. L. Noise

environment is also impacted by loading dock and mechanical equipment sources at the adjacent commercial development to the north and west.

#### **ALUC Noise Zone**

The project site is not located within an Airport Land Use Commission (ALUC) Noise Zone (65 dBA CNEL).

#### **Measurements**

##### **1996**

Noise levels are described in terms of the Day-Night Sound Level (DNL), which is the 24-hour noise descriptor used by the City of San Jose to define acceptable noise levels. In determining the daily level of environmental noise, it is important to account for the difference in response of people to daytime and nighttime noises. During the nighttime, exterior background noises are generally lower than the daytime levels. However, most household noise also decreases at night and exterior noise becomes very noticeable. Since the sensitivity to noise increases during the evening and at night, mainly because excessive noise interferes with the ability to sleep, 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The DNL descriptor adds a 10 dBA penalty to nocturnal (10:00 p.m. to 7:00 a.m.) noise levels.

To assess the site's existing noise environment, continuous sound level recordings were taken along Almaden Expressway, along SR 85, and near the rear façade of the adjacent supermarket on August 27-29, 1996, for a total period of 24 hours at each location. The results are shown in the following table.

##### **2011**

To update the site's existing noise environment, continuous long-term, 48-hour sound level measurements were made between April 13 and 15, 2011 at each of three locations: 1) State Route 85; 2) Almaden Expressway; and 3) western property line adjacent to the Safeway loading dock. The updated noise measurements are shown in the following table.

**Table 13. Noise Measurements**

Location	1996	2011
Almaden Expressway, 100 feet from centerline	71 dBA	71 dBA
State Route 85, 350 feet from centerline	62 dBA	65 dBA
Near Loading Dock at property line	70 dBA	66 dBA

*SIGNIFICANCE CRITERIA*

The proposed project would have a significant noise impact if it would result in:

- Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.
- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

*IMPACT AND MITIGATION*

**Exterior Traffic Noise Exposures**

Measured 2011 noise levels indicate that buildings located within approximately 300 feet of the centerline of Almaden Expressway are subject to hourly noise levels of 65 dBA or higher. Because the freeway is elevated, noise levels along the southerly portion of the site do not exceed 65 dBA by more than 1 dBA. Any noise-sensitive exterior uses, such as outdoor seating at a restaurant, would be located on the front side of a building and would be shielded from the roadway, thereby providing a lower noise exposure.

**Interior Traffic Noise Exposures**

Retail storefront buildings typically provide 20 to 25 dBA of noise reduction with doors closed. With the incorporation of windows and doors as required by CALGreen, interior noise levels in retail buildings will meet the City's goal of 45 dBA DNL. Interior noise levels will be reviewed during the PD Permit stage when building plans are available.

**Project Traffic Noise**

According to Caltrans' *Technical Noise Supplement*, October, 1998, traffic volume increases of at least 25 percent are required to increase the noise environment by 1 dBA. Project generated traffic noise increases are expected to be less than 1 dBA on Almaden Expressway. These increases are generally considered to be insignificant.

**Commercial Operational Noise Exposures**

Noise from operations associated with a commercial development has the potential to adversely impact adjacent residential areas; however, there are no residential property lines adjacent to the project site. The nearest residential area is approximately 300 feet across the Guadalupe River to the northeast. Although noise excesses from the planned commercial center are not anticipated due to the distance between the commercial center and the nearest residential area, careful site

planning at the PD Permit stage, such as siting no loading docks directly across from residential uses, shielded loading docks, and requiring loading and truck parking hour restrictions, will preclude noise annoyances.

#### **Operational Equipment-Generated Noise**

The project will incorporate measures to reduce noise from air conditioning units and other stationary equipment to acceptable levels. These measures, which may include equipment selection and location and, if necessary, equipment enclosures, will be determined during the PD Permit design phase, if warranted.

#### **Temporary Construction Noise**

Project construction is estimated to require approximately 14 months of site preparation work and 3 years for building construction, depending on market conditions.

During construction, the site preparation and construction phase would generate temporary sound levels ranging from approximately 70 to 90 dBA at 50 foot distances from heavy equipment and vehicles. These construction vehicles and equipment are generally diesel powered, and produce a characteristic noise that is primarily concentrated in the lower frequencies.

The powered equipment and vehicles act as point sources of sound, which would diminish with distance over open terrain at the rate of 6 dBA for each doubling of the distance from the noise source. For example, the 70 to 90 dBA equipment peak noise range at 50 feet would reduce to 64 to 84 dBA at 100 feet, and to 58 to 78 dBA at 200 feet. Therefore, during the construction operations, sound level variations of 20 to 40 dBA near the project boundary could occur depending on the location of the equipment.

Since construction is carried out in several reasonably discrete phases, each has its own mix of equipment and consequently its own noise characteristics. Generally, the short-term site preparation phase, which requires the use of heavy equipment such as concrete crushers, bulldozers, scrapers, trenchers, trucks, etc., would be the noisiest. The ensuing building construction and equipment installation phases would be quieter and on completion of the project, the area's sound levels would revert essentially to the traffic levels.

#### **Impact Summary**

Exterior and interior noise exposures from vehicular traffic along Almaden Expressway, commercial operational noise exposures from the proposed uses, operational equipment-generated noise, and temporary noise from construction equipment could result in **significant noise impacts**.

*MITIGATION MEASURES INCLUDED IN THE PROJECT*

**Exterior Noise**

- Prior to issuance of PD permits, when specific plans are proposed, the developer shall retain a qualified acoustical consultant to ensure that an exterior noise level of 60 dBA DNL for all outdoor project uses is not exceeded to the satisfaction of the Director of Planning, Building and Code Enforcement.

**Interior Noise**

- Windows shall have sound insulation ratings of STC 30 or higher, and walls shall be STC 50 or higher at buildings located within approximately 300 feet of the centerline of Almaden Expressway.
- All buildings shall be equipped with forced air ventilation systems to allow the occupants the option of maintaining the windows and/or doors closed to control noise, and maintain an interior noise level of 45 dBA DNL.
- Prior to issuance of PD permits, the developer shall retain a qualified acoustical consultant to check the building plans to ensure that interior noise levels can be sufficiently attenuated to 45 dBA DNL to the satisfaction of the Director of Planning, Building and Code Enforcement.

**Commercial Operational Noise**

- Prior to issuance of PD permits, when specific plans and equipment are proposed, the developer shall retain a qualified acoustical consultant to ensure that a noise level of 55 dBA DNL is not exceeded at the nearest residential property line to the satisfaction of the Director of Planning, Building and Code Enforcement.

**Operational Equipment-Generated Noise**

- Post-construction mechanical equipment shall conform to the City's General Plan limitation of 55 dBA DNL at residential property lines; and 60 dBA DNL at commercial property lines by utilizing measures such as equipment selection and location and, if necessary, equipment enclosures.

**Temporary Construction Noise**

- Construction activities shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday for any onsite or offsite work within 500 feet of any residential unit. Construction outside of these hours may be approved through a development permit based on a site-specific construction noise mitigation plan and a finding by the Director of Planning, Building and Code Enforcement that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses.

### III. L. Noise

- The contractor shall use “new technology” power construction equipment with state-of-the-art noise shielding and muffling devices. All internal combustion engines used on the project site shall be equipped with adequate mufflers and shall be in good mechanical condition to minimize noise created by faulty or poorly maintained engines or other components.
- Stationary noise-generating equipment shall be located as far as possible from sensitive receptors. Staging areas shall be located a minimum of 200 feet from noise-sensitive receptors, such as residential uses.
- Unnecessary idling of internal combustion engines shall be prohibited.
- A “noise disturbance coordinator,” who will be responsible for responding to any local complaints about construction noise, shall be designated. The disturbance coordinator shall determine the cause of the noise complaints (e.g., beginning work too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

#### *CONCLUSION*

The implementation of the above mitigation measures will reduce the project’s noise impact to a **less-than-significant impact with mitigation.**

## M. PUBLIC SERVICES

### EXISTING SETTING

#### Schools

The project site is in the San Jose Unified School District (K-12). Students from the project would be expected to attend:

School	Address	Approx. Distance (miles)	Enrollment
Carson Elementary	4245 Meg Drive	2.1	438
John Muir Middle	1260 Branham Lane	0.8	1,077
Gunderson High	622 Gaundabert Lane	2.2	1,105

#### Parks and Recreation

There are no developed City of San Jose parks within walking distance (3/4 mile) of the project site. The nearest City park is Leif Erikson Park at Pearl Avenue at Branham Lane, adjacent to Erikson Elementary School, approximately 0.9 mile to the northeast. Leif Erikson Park is 1.6 acres and contains a tot lot, children’s water feature, picnic tables and a barbecue pit. Existing pedestrian access to Leif Erikson Park from the project site is constrained due to the lack of a bridge crossing the Guadalupe River in the area.

The Guadalupe River Trail is an 11-mile pedestrian and bicycle path along the banks of the Guadalupe River. The trail is currently composed of discontinuous segments. The Upper Guadalupe River Trail segment runs as a paved trail from Almaden Lake Park (at Coleman Road) northerly along the easterly side of the river to Chynoweth Avenue, a distance of 1.4 miles.

#### Fire Protection

The project site is in the service area of the San Jose Fire Department. The closest fire station is Station No. 13, located at 4380 Pearl Avenue, approximately 1.1 miles northeasterly of the site. According to the General Plan Services and Facilities Level of Service (Other Services) Policy No. 16, a 4-minute average response time to all calls is recommended for fire protection.

#### Police Protection

The project site is served by the San Jose Police Department (SJPD). The project site is within the Southern Division of the SJPD’s service area. According to the General Plan Services and Facilities Level of Service (Other Services) Policy No. 16, response times of 6 minutes or less for 60 percent of all Priority 1 calls and 11 minutes or less for 60 percent of all Priority 2 calls are recommended for police protection.

### **Libraries**

The project site is served by the San Jose Public Library System. The closest branch library is the Pearl Avenue Branch, located at 4270 Pearl Avenue, approximately 1.0 mile northeasterly of the site.

#### *SIGNIFICANCE CRITERIA*

The proposed project would have a significant impact on public services if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection; Police protection; Schools; Parks; and Other Public Facilities.

#### *IMPACT AND MITIGATION*

### **Schools**

The project would have no direct impact on schools, but could have a secondary impact should any of the employees move into the district(s) or petition that their child(ren) be accepted into district schools under Allen Bill provisions. The Allen Bill only applies to elementary-aged school children.

The State School Facilities Act provides for school district impactation fees for elementary and high schools and related facilities as a condition of approval to offset the increased demands on school facilities caused by non-residential projects, when a link is found between the new non-residential development and the need for schools. The San Jose Unified School District has implemented such a fee. The one-time fee, which is based on the square footage of newly constructed non-residential (commercial and industrial) use, would be paid prior to the issuance of a building permit.

### **Parks and Recreation**

The City of San Jose provides parks and recreation facilities within the city. The project is not expected to have an impact on City park and recreation facilities, although employees could utilize them during lunch periods or after work.

### **Fire Protection**

The project site is in the service area of the San Jose Fire Department. No additional fire personnel or equipment are expected to be necessary to serve the project.

### **Police Protection**

The San Jose Police Department provides police protection for the city. No additional police personnel or equipment are expected to be necessary to serve the project.

### III. M. Public Services

#### **Libraries**

The San Jose Public Library System provides library services for the city. No additional library facilities or personnel are expected to be necessary to serve the project.

#### **Impact Summary**

The project would have a **less-than-significant physical impact** on schools, parks and recreation, fire protection, police protection, and/or libraries.

#### *MITIGATION MEASURES INCLUDED IN THE PROJECT*

None required.

#### *CONCLUSION*

The project would have a **less-than-significant impact** on public services.

## **N. TRANSPORTATION / TRAFFIC**

*Hexagon Transportation Consultants, Inc. conducted a transportation impact analysis dated May 16, 2011 that is included in Appendix I.*

### *EXISTING SETTING*

#### **Street System**

##### **Regional Roadways**

Regional access to the site is provided by State Route 85 (SR 85) and State Route 87 (SR 87).

##### **State Route 85**

State Route 85 is a predominantly north-south freeway that is oriented in an east-west direction in the project vicinity. It extends from Mountain View to south San Jose, terminating at U.S. 101. SR 85 is a 6-lane freeway with 4 mixed-flow lanes and 2 high occupancy vehicle (HOV) lanes. It connects to I-280, I-880, SR 87 and U.S. 101. SR 85 provides access to the project site via its interchange with Almaden Expressway.

##### **State Route 87**

State Route 87 is a north-south freeway providing regional access to the project site via its interchange with SR 85. It also connects to I-280 and U.S. 101. SR 87 is a 6-lane freeway with 4 mixed-flow lanes and 2 HOV lanes.

##### **Local Roadways**

Local access to the project site is provided via Almaden Expressway, Branham Lane, Cherry Avenue/Chynoweth Avenue, Blossom Hill Road, and Sanchez Drive.

##### **Almaden Expressway**

Almaden Expressway is predominantly a 6-lane expressway that extends from the Almaden Valley in south San Jose to Alma Avenue in the downtown area, where it narrows and transitions into a one-way couplet. In the project area, Almaden Expressway consists of 7 to 8 lanes (including auxiliary lanes). Almaden Expressway provides direct access to the project site.

##### **Branham Lane**

Branham Lane is an east-west arterial street that extends eastward from Camden Avenue past Monterey Road, where it terminates within a residential neighborhood. Branham Lane has 4 lanes west of Almaden Expressway, and 6 lanes east of Almaden Expressway.

##### **Cherry Avenue/Chynoweth Avenue**

Cherry Avenue is predominantly a 2-lane north-south street that begins in the Willow Glen area and extends southward, bends to the east south of Branham Lane, and terminates at Almaden Expressway where it becomes Chynoweth Avenue, which will be renamed Cherry Avenue. Cherry Avenue (formerly Chynoweth Avenue) provides direct access to the project site, and extends about 700 feet east of Almaden Expressway.

#### Blossom Hill Road

Blossom Hill Road is generally a 6-lane east-west divided arterial that runs parallel to and south of SR 85 in the project vicinity. Blossom Hill Road extends westward to Los Gatos and eastward to U.S. 101, where it transitions into Silver Creek Valley Road. Blossom Hill Road intersects Almaden Expressway.

#### Sanchez Drive

Sanchez Drive is a short 2-lane street that extends northward from Blossom Hill Road and terminates just south of SR 85. The proposed project would extend Sanchez Drive northward to connect with Cherry Avenue (formerly Chynoweth Avenue), thereby providing a secondary access to the project site.

### **Pedestrian Facilities**

Pedestrian facilities in the project area consist of sidewalks along all of the surrounding roadways. Crosswalks with pedestrian signal heads are located at all signalized intersections in the area. The streets fronting the project site – Almaden Expressway and Cherry Avenue (formerly Chynoweth Avenue) – do not have sidewalks adjacent to the site; as a result, crosswalks are present on the north and west approaches of the Almaden Expressway and Cherry Avenue intersection only. There are no sidewalks on either side of Almaden Expressway north of Branham Lane, as well as some segments of Almaden Expressway south of Blossom Hill Road.

### **Bicycle Facilities**

Class II bicycle facilities (bike lanes) are provided along the following roadways in the project area:

- Cherry Avenue, between Almaden Expressway and Curtner Avenue
- Branham Lane, between Cherry Avenue and Monterey Road
- Blossom Hill Road, between Almaden Expressway and Snell Avenue

The Guadalupe River trail system offers a Class I shared-use off-street bike path. Trail access is provided via Branham Lane at Narvaez Avenue and via Blossom Hill Road at Blossom River Drive. In addition, bicycles are permitted on Almaden Expressway. Although expressways may provide a less desirable bike route for some bicyclists due to the relatively heavy traffic volumes and high vehicle speeds, more experienced bicyclists may nonetheless choose to use Almaden Expressway for commuting purposes in order to minimize travel time since it may provide the most direct route. The bicycle facilities are shown in the report in Appendix I.

### **Public Transit**

Public transit in the project area is provided by the Santa Clara Valley Transportation Authority. Local bus route 64 (Almaden LRT Station to McKee and White via downtown San Jose) operates along Almaden Expressway with stops at Cherry Avenue/Chynoweth Avenue. Local bus route 27 (Good Samaritan Hospital to Kaiser San Jose) operates along Blossom Hill Road

with stops at Almaden Expressway. Community bus route 13 (Almaden and McKean to Ohlone/Chynoweth LRT Station) operates along Almaden Expressway south of the project site. Express bus route 102 (South San Jose to Palo Alto) operates along SR 85. The project site is not located within 2,000 feet of a light rail station.

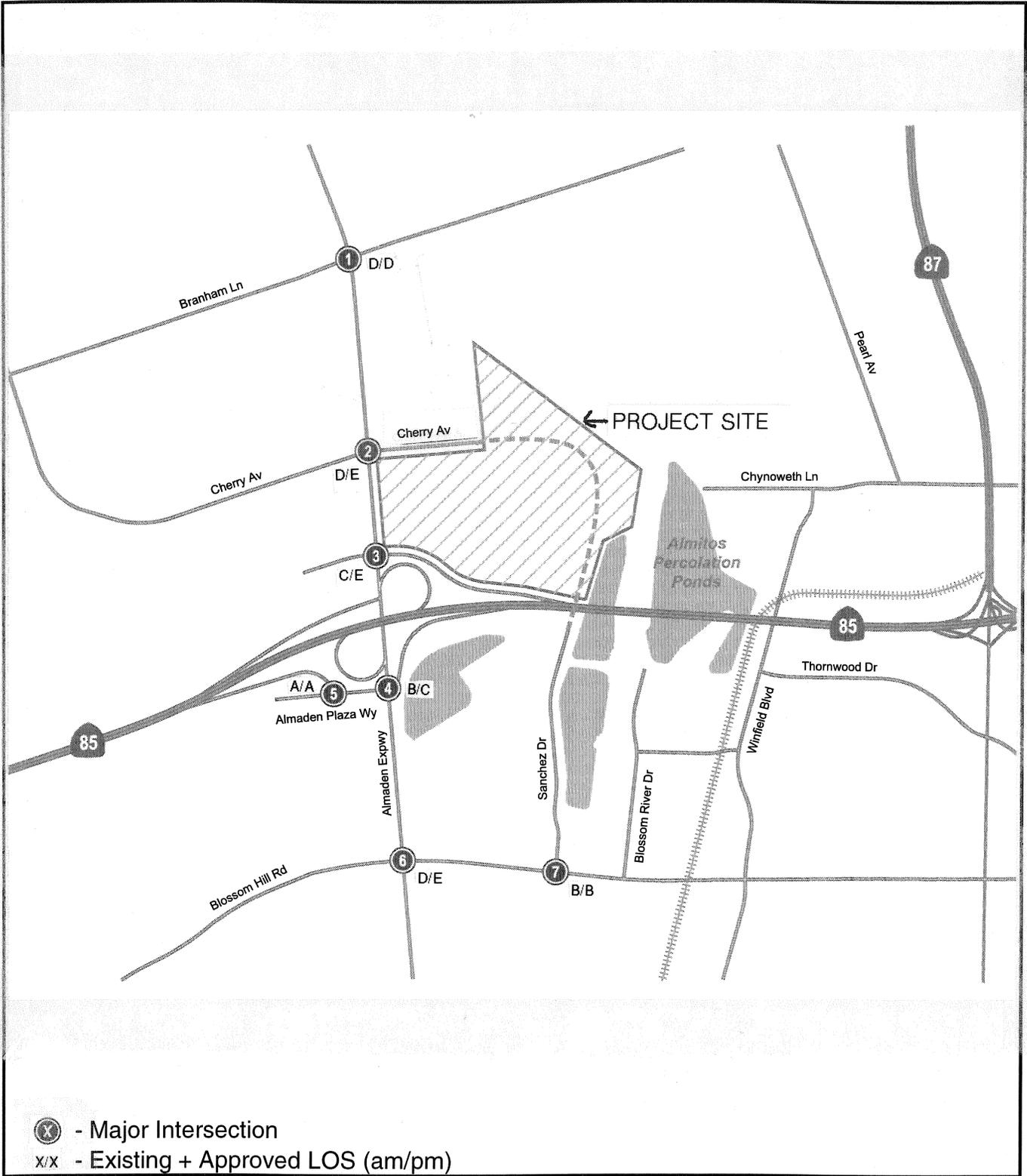
**Level of Service**

In an urban street network, the critical determinants for overall traffic conditions are the operational characteristics of the major intersections. To establish a standard frame of reference when describing traffic flow, the concept of level of service is used. As described by the *Highway Capacity Manual*, the level of service of a facility is a theoretical traffic volume determined by its physical and operational characteristics and by stipulated conditions of traffic flow. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time, which is measured as the average stopped delay per vehicle. Flow conditions vary from unrestricted at Level A to forced flow at Level F, as described below.

Level of Service	Type of Flow	Traffic Conditions	V/C Ratio	Delay (sec.)
A	Free	No approach phase fully utilized. No vehicle waits longer than one red indication.	<0.60	≤10.0
B	Stable	An occasional approach phase is fully utilized.	0.60-0.69	10.1-20.0
C	Stable	Occasional drivers may have to wait through more than one red signal. Backups may develop behind turning vehicles.	0.70-0.79	20.1-35.0
D	Approaching Unstable	Delays to vehicles may be substantial during short peaks, but periodic clearance of queues prevents excessive backups from developing.	0.80-0.89	35.1-55.0
E	Unstable	Capacity, with sustained delays and backups.	0.90-0.99*	55.1-80.0
F	Forced	Excessive delay.	Varies	>80.0

\* In general, V/C ratios could not be greater than 1.00. However, if future demand projections are considered for analytical purposes, a ratio greater than 1.00 might be obtained, indicating that the projected demand would exceed the capacity.

The major street system in the project site vicinity and the levels of service are shown on the following Major Street System map.



# Major Street System

Figure 21

**Existing Conditions**

Local conditions and project impacts are evaluated by TRAFFIX, which is a computer program based on the *Highway Capacity Manual* method for signalized intersections. TRAFFIX evaluates signalized intersection operations on the basis of average delay time for all vehicles at the intersection. Seven major intersections that would be affected by the project are reviewed. The General Plan/Transportation Level of Service Policy requires that the minimum overall performance of City streets during peak travel periods should be level of service “D”.

The major intersections were evaluated under existing and future traffic conditions to determine their level of service. Future conditions were determined by adding traffic projections from approved projects that have not been occupied, as provided by the City Department of Public Works Development Services Division, to the existing condition. In addition, trips that could potentially be generated by re-occupancy of the vacant Home Expo Design Center building on Almaden Expressway were estimated and added to existing traffic volumes since that building could be re-occupied and generating traffic prior to project construction and/or occupancy. Some funded Santa Clara County roadway improvements along Almaden Expressway in the project site vicinity are also included, as described in the report in Appendix I.

The following table lists the average delays and equivalent levels of service for the existing and existing plus approved morning and evening peak hours.

**Table 14. Existing Levels of Service**

Intersection	Peak Hour	Existing		Existing+Approved	
		Delay* (sec.)	Service Level	Delay* (sec.)	Service Level
Almaden Expressway and Branham Lane**	a.m.	52.7	D	53.6	D
	p.m.	47.9	D	48.3	D
<b>Almaden Expressway and Cherry Avenue</b>	a.m.	29.5	C	40.9	D
	<b>p.m.</b>	39.2	D	<b>58.7</b>	<b>E</b>
<b>Almaden Expressway and SR 85 (North)**</b>	a.m.	21.4	C	23.1	C
	<b>p.m.</b>	51.0	D	<b>74.6</b>	<b>E</b>
Almaden Expressway and SR 85 (South)**	a.m.	12.6	B	12.6	B
	p.m.	26.7	C	25.1	C
SR 85 and Almaden Plaza Way	a.m.	4.8	A	4.7	A
	p.m.	9.7	A	9.7	A
<b>Almaden Expressway and Blossom Hill Road**</b>	<b>a.m.</b>	<b>60.7</b>	<b>E</b>	44.9	D
	<b>p.m.</b>	<b>60.0</b>	<b>E</b>	52.1	D
Sanchez Drive and Blossom Hill Road	a.m.	13.8	B	13.8	B
	p.m.	10.9	B	13.4	B

\*Delay – Average delay for the whole intersection in seconds.

\*\*CMP intersection.

The results of the intersection level of service analysis show that one studied intersection (Almaden Expressway and Blossom Hill Road) currently operates at an unacceptable level (Level E) during both the a.m. and p.m. peak hours. Under the existing plus approved condition, two of the intersections, as shown in the above table in **bold**, are operating below Level D. Note that the average delay at the Almaden Expressway and Blossom Hill Road intersection improves significantly under existing plus approved conditions when compared to existing conditions due to the planned County improvements at this intersection.

#### **Congestion Management Program Analysis**

A Congestion Management Program (CMP) analysis was also performed using the guidelines outlined in the Santa Clara County CMP. Level of service calculations were performed for four CMP intersections. The CMP traffic level of service standard is Level E. Under the existing plus approved condition, none of the CMP intersections is operating below Level E.

#### **Freeway Segment Analysis**

Five freeway segments in both directions (northbound and southbound) in the vicinity of the project site were evaluated. The level of service for a given freeway segment is estimated based on vehicle density, as described in the report in Appendix I. Four of the directional freeway segments analyzed currently operate at an unacceptable level of service (Level F) during one of the peak hours:

- SR 85, northbound between SR 87 and Almaden Expressway – a.m.
- SR 85, northbound between Almaden Expressway and Camden Avenue – a.m.
- SR 87, northbound between SR 85 and Capitol Expressway – a.m.
- SR 87, northbound between Capitol Expressway and Curtner Avenue – a.m.

#### *SIGNIFICANCE CRITERIA*

The proposed project would have a significant impact on transportation / traffic if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- Cause the level of service at any local intersection to degrade from an acceptable Level D or better to an unacceptable Level E or F under project conditions; or cause an increase in critical delay of 4.0 or more seconds and an increase in the critical demand to capacity (V/C) ratio of 0.010 or more at a City intersection that is projected to operate at Level E or F under project conditions.
- Cause an increase of one percent or more of the capacity at a freeway segment that is projected to operate at Level F under project conditions; or cause a freeway segment to deteriorate from Level E or better to Level F.
- Substantially impede the operation of a transit system as a result of congestion.
- Create an operational safety hazard.
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

### III. N. Transportation / Traffic

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.
- Conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

#### IMPACT AND MITIGATION

#### Trip Generation

The project traffic generation is estimated in the following table.

**Table 15. Project Trip Generation**

Land Use	Size (sf)	Trip Rate*	Daily Trips	A.M. Peak Hour Trips			P.M. Peak Hour Trips		
				In	Out	Total	In	Out	Total
Retail	400,000	50	20,000	280	120	400	900	900	1,800
<i>Pass-by Reduction**</i>				<u>0</u>	<u>0</u>	<u>0</u>	<u>-225</u>	<u>-225</u>	<u>-450</u>
Net Trips			20,000	280	120	400	675	675	1,350

\* Rate per 1,000 square feet.

\*\* A pass-by trip reduction of 25 percent was applied to the retail use during the p.m. peak hour.

#### Trip Distribution and Assignment

The project generated trips were distributed and assigned to the local street system based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. Further trip distributions are detailed in the traffic analysis in Appendix I.

#### Existing plus Project Impacts

Existing plus project traffic conditions could potentially exist if the proposed project was constructed and occupied prior to the other approved projects in the area. It is unlikely that this traffic condition would occur, since other approved projects expected to add traffic to the area would likely be built and occupied during the time the proposed project goes through the development review and construction process. This scenario describes a less congested traffic condition, since it ignores any potential traffic from prior approvals. The existing plus project condition also does not include any planned and funded roadway improvements that have not yet been constructed; however, the proposed Sanchez Drive connection is included as it is part of the project.

The major intersections were analyzed for changes in average delay and level of service with the addition of project traffic to the existing condition. The average delays and corresponding levels of service are listed in the following table, Table 16. The results show that the intersection of Almaden Expressway and Blossom Hill Road would continue to operate at Level E during the a.m. and p.m. peak hours, while the remaining intersections would operate at Level D or better.

**Existing plus Approved plus Project Impacts**

The major intersections were analyzed for changes in average delay and level of service with the addition of project traffic to the existing plus approved condition. The average delays and corresponding levels of service are listed in the following table, and the levels of service are shown on the following Traffic Impacts map.

**Table 16. Project Levels of Service**

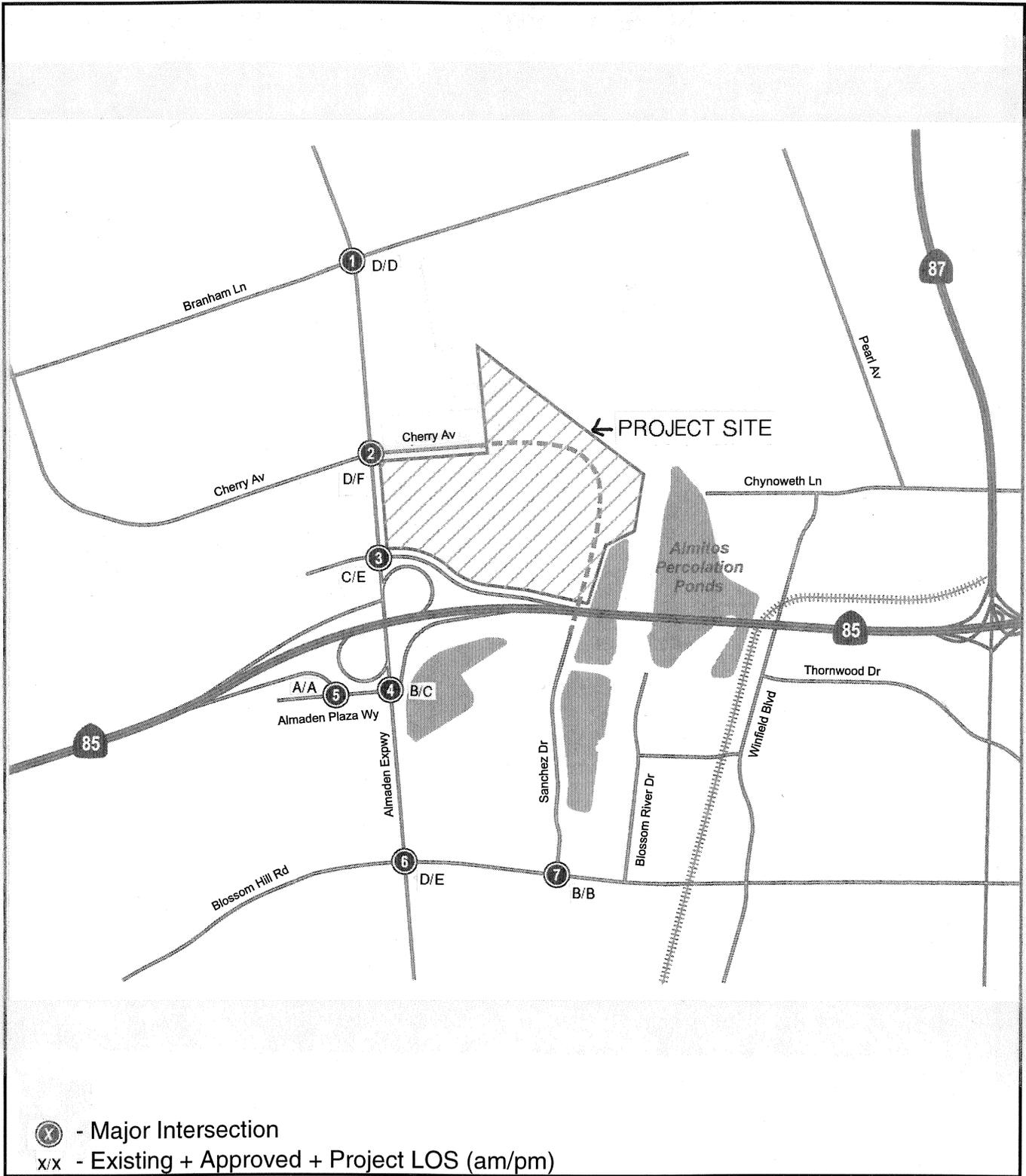
Intersection	Peak Hour	<u>Exist.+Project</u>		<u>Exist.+Approved</u>		<u>Exist.+App.+Project</u>		Δ Crit. Delay* (sec.)	Δ Crit. V/C Ratio
		Delay* (sec.)	Service Level	Delay* (sec.)	Service Level	Delay* (sec.)	Service Level		
Almaden Expwy and Branham Lane**	a.m.	53.1	D	53.6	D	54.1	D	0.0	0.002
	p.m.	50.6	D	48.3	D	51.2	D	5.2	0.059
<b>Almaden Expwy and Cherry Avenue</b>	a.m.	33.5	C	40.9	D	51.3	D	16.1	0.087
	<b>p.m.</b>	<b>54.0</b>	<b>D</b>	<b>58.7</b>	<b>E</b>	<b>91.6</b>	<b>F</b>	<b>51.8</b>	<b>0.305</b>
<b>Almaden Expwy and SR 85 (North)**</b>	a.m.	22.2	C	23.1	C	23.9	C	8.1	0.020
	<b>p.m.</b>	<b>53.1</b>	<b>D</b>	<b>74.6</b>	<b>E</b>	<b>75.8</b>	<b>E</b>	<b>13.3</b>	<b>0.066</b>
Almaden Expwy and SR 85 (South)**	a.m.	13.1	B	12.6	B	13.2	B	0.0	0.000
	p.m.	29.3	C	25.1	C	27.8	C	4.9	0.042
SR 85 and Almaden Plaza Way	a.m.	4.7	A	4.7	A	4.7	A	0.0	0.015
	p.m.	9.7	A	9.7	A	9.7	A	-0.1	0.036
Almaden Expwy and Blossom Hill Road**	a.m.	58.9	E	44.9	D	44.2	D	-1.3	-0.009
	p.m.	61.4	E	52.1	D	52.9	D	1.5	0.006
Sanchez Drive and Blossom Hill Road	a.m.	15.2	B	13.8	B	15.2	B	2.1	0.021
	p.m.	18.1	B	13.4	B	18.0	B	6.0	0.101

\* Delay = Average delay for the whole intersection in seconds.

\*\* CMP intersection.

V/C = Volume to Capacity

The Almaden Expressway and Cherry Avenue/Chynoweth Avenue intersection level of service during the p.m. peak hour is projected to change from Level E to Level F with the addition of project traffic, and the average critical delay is projected to increase by more than 4.0 seconds and the critical V/C ratio is projected to increase by more than one percent (0.01). In addition, the existing plus approved level of service (Level E) at the Almaden Expressway and SR 85 (North) intersection during the p.m. peak hour would remain unchanged with the addition of project traffic; however, the critical delay is projected to increase by more than 4.0 seconds and the critical V/C ratio is projected to increase by more than one percent. Therefore, the project’s traffic impacts at these two intersections would be significant and mitigation measures would be required to meet the City’s Transportation Level of Service Policy. A significant impact is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to existing plus approved conditions or better.



# Traffic Impacts

Figure 22

### **Pedestrian Facility Impacts**

Pedestrian traffic would primarily be generated by employees and patrons of the proposed retail development walking to and from the neighborhoods on the west side of Almaden Expressway, as well as bus stops on Almaden Expressway. Crosswalks with pedestrian signal heads are located at all signalized intersections in the project area. Most of the roadways in the project vicinity have sidewalks on both sides of the street. The streets fronting the project site – Almaden Expressway and Cherry Avenue (formerly Chynoweth Avenue) – do not have sidewalks adjacent to the site. Crosswalks are currently present on the north and west approaches of the Almaden Expressway and Cherry Avenue intersection only. The project will be required to build out this intersection, which includes providing crosswalks on all legs and constructing sidewalks along the frontages on Almaden Expressway and Cherry Avenue (formerly Chynoweth Avenue) connecting to the existing sidewalk to the south on Sanchez Drive. Thus, the ultimate network of sidewalks in the immediate project vicinity would provide good connectivity between the site and the adjacent neighborhood, and would serve the anticipated pedestrian demand.

### **Bicycle Facility Impacts**

Class II bike lanes exist on Cherry Avenue and on Branham Lane in the immediate vicinity of the site. The geometrics of the Cherry Avenue extension include a striped bike lane on both sides of the street. Bikes are also permitted on Almaden Expressway. Due to the existing network of bike lanes, opportunities exist for bicyclists to use the local roadways in the area. A reasonable assumption for bicycle commute trip generation for this type of development is a one percent mode share; this calculates to approximately 4 bicycle trips during the a.m. peak hour and 14 bicycle trips during the p.m. peak hour. Thus, the project will be increasing the available bicycle facilities in the area, encouraging more ridership.

### **Transit Service Impacts**

Local bus route 64 operates along Almaden Expressway adjacent to the project site. Bus stops for this line in both the northbound and southbound directions are located near the Almaden Expressway and Cherry Avenue intersection. Due to the convenient location of the existing bus stops, it is assumed that some patrons of the proposed retail development, as well as some employees, would utilize the existing transit service. Applying an estimated two percent transit mode share, which is probably the highest that could be expected for the retail project, equates to approximately 8 new transit riders during the a.m. peak hour and 27 new transit riders during the p.m. peak hour. Assuming the existing transit service would remain unchanged with route 64 providing service with 30-minute headways during the peak commute periods at bus stops along Almaden Expressway adjacent to the project site, the estimated number of new transit riders using the bus stops located near the project site at the Almaden Expressway and Cherry Avenue intersection would equate to approximately 2 riders per bus during the a.m. peak hour and about 7 riders per bus during the p.m. peak hour. These new riders could be accommodated by the current available ridership capacity of the bus service in the project area; however, the project will be sent to the VTA for review.

### **Congestion Management Program Analysis**

The four identified CMP intersections were analyzed for changes in weighted average delay and level of service with the addition of project traffic, as shown in the preceding table. All four of the CMP intersections would have weighted average delays equivalent to a Level of Service E or better; thus, these intersections would conform to the CMP level of service standard and policy.

### **Freeway Segment Analysis**

The five northbound and southbound freeway segments along SR 85 and/or SR 87 in the vicinity of the project site were evaluated with the addition of project traffic. The results show that the project would not cause an increase in traffic volumes of one percent or more of freeway capacity on any of the freeway segments; therefore, the project would not have a significant freeway impact according to County freeway level of service standards.

### **Proposed Intersection Mitigation**

#### **Almaden Expressway and Cherry Avenue**

The intersection of Almaden Expressway and Cherry Avenue would need to be fully built out in order to mitigate the project's impact. Buildout of this intersection would include adding a fourth northbound through lane; adding a second southbound left-turn lane; converting the eastbound and westbound approaches from permitted to protected left-turn phasing; constructing the westbound approach to include two left-turn lanes, one through lane and one right-turn lane; and providing a separate eastbound through lane. The mitigation measures would improve the intersection level of service to Level E with an average vehicle delay better than that calculated under existing plus approved conditions (to 58.0 seconds of delay). The proposed improvements require review and approval by the County of Santa Clara.

#### **Almaden Expressway and SR 85 (North)**

The project's significant impact at the CMP intersection of Almaden Expressway and SR 85 (North) could be mitigated by constructing a fourth northbound through lane along the entire project frontage on Almaden Expressway and reconfiguring the lanes on the SR 85 northbound off-ramp to provide one dedicated left-turn lane, one shared left-turn/through lane, and one dedicated right-turn lane. The additional northbound through lane on Almaden Expressway would create a receiving lane for the westbound right-turn movement from the SR 85 northbound off-ramp, which would allow vehicles to make a right turn on red onto northbound Almaden Expressway. The existing curb return would need to be pushed back and reconstructed and one or two existing signal poles would need to be relocated in order to implement this improvement. Although the intersection would continue to operate at Level E, the mitigation would improve the average vehicle delay at the intersection to better than that calculated under existing plus approved conditions (to 69.9 seconds of delay). The proposed improvements require review and approval by the County of Santa Clara and an encroachment permit from Caltrans.

### **Operational Issues**

*The following discussions are on operational issues related to the street system in the project vicinity and access to the project site. While the discussions do indicate that certain improvements are recommended, they are not a result of the project causing substantial safety risks but would improve traffic flow and operations. These issues are not significant impacts based on the preceding significance criteria; therefore, their improvement would not be considered mitigation measures.*

#### **Site Access and Operations**

##### Cherry Avenue

Once built out, Cherry Avenue (formerly Chynoweth Avenue) would need to maintain its full width (106-foot right-of-way as proposed) between Almaden Expressway and the third driveway serving the existing shopping center north of the project site. This driveway is located approximately 650 feet from Almaden Expressway. The project proposes to construct a new signalized intersection at that location in order to provide full access to and from the project site. The project also proposes a right-in/right-out only driveway on Cherry Avenue (formerly Chynoweth Avenue) approximately 300 feet from Almaden Expressway to serve pad retail fronting the expressway. East of the signalized driveway, Cherry Avenue (formerly Chynoweth Avenue) can begin to narrow to match the width of Sanchez Drive where these two streets will converge.

##### Sanchez Drive

Sanchez Drive measures approximately 40 feet wide curb to curb where it currently terminates just south of the SR 85 overpass. Once Sanchez Drive is extended northward to Cherry Avenue (formerly Chynoweth Avenue), this street width should be maintained at the very minimum. In addition, the existing sidewalk on Sanchez Drive will be connected to the new sidewalk along the project frontage. The proposed 80-foot right-of-way would be more than adequate to serve the anticipated traffic volumes. Approximately 2,000 daily trips (100 a.m. peak hour and 300 p.m. peak hour) are estimated to utilize Sanchez Drive to and from the south via Blossom Hill Road to access the project site. Two lanes would be adequate to accommodate this estimated volume of traffic.

##### Almaden Expressway Driveway

As currently proposed, the project would provide inbound access via a right-turn only driveway on Almaden Expressway, located approximately half way between Cherry Avenue (formerly Chynoweth Avenue) and the SR 85 northbound off-ramp. Based on the trip distribution pattern, it is estimated that the project would generate approximately 80 inbound trips during the a.m. peak hour and about 300 inbound trips during the p.m. peak hour at this driveway; an inbound volume of 300 p.m. peak hour vehicles equates to about 5 vehicles entering the site every minute. Due to the number of estimated inbound project trips during the p.m. peak hour, this driveway will be designed so that inbound vehicles are not required to stop once onsite. The driveway will allow inbound vehicles to flow into the site so that vehicle queues do not back up onto Almaden Expressway. Further operational analysis of this driveway will be necessary once a more detailed site plan becomes available at the PD Permit stage.

Inbound access from northbound Almaden Expressway would create a weaving area of about 300 feet between the SR 85 northbound off-ramp and the project driveway on Almaden Expressway. Some vehicles traveling northbound on Almaden Expressway and turning into the site would need to merge to the right, while some of the vehicles entering Almaden Expressway from the SR 85 off-ramp may simultaneously merge to the left. Because vehicles entering the site from northbound Almaden Expressway would be slowing down at the same time vehicles entering Almaden Expressway from the SR 85 off-ramp would be accelerating, it is estimated that the vehicle speeds at the start of the weaving area would be relatively equal. Therefore, it is estimated that the 300-foot weaving section would be adequate to serve the projected inbound vehicle trips at the Almaden Expressway driveway, and no significant operational problems are expected to occur.

#### Cherry Avenue / Sanchez Drive Connection Project Driveways

Once more detailed project plans are available at the PD Permit stage, an access analysis and a sight distance analysis will be performed to determine whether the project driveways located along Cherry Avenue/Sanchez Drive between the proposed signal and the SR 85 overpass could function as full access unsignalized driveways or whether signalization at one or more driveways would be necessary to allow full access. Signalization also could be warranted depending on the anticipated demand for pedestrian crossings. Any proposed signal will require a traffic signal warrant study. Left-turn pockets at the project driveway locations would be desirable to assist with left turns into the project site.

#### **Saturday Midday Traffic**

A check of Saturday midday peak hour conditions was performed to ensure that the project would not impact Saturday traffic conditions beyond the impacts identified in the weekday peak hour analysis. The Saturday traffic analysis consisted of an evaluation of midday (1:00 p.m. to 3:00 p.m.) peak hour intersection level of service for all the previously studied intersections. As detailed in the report in Appendix I, the analysis results show that two intersections would operate at poor levels of service (Level E or worse) during the Saturday midday peak hour under existing plus approved plus project conditions. These are the same two intersections that would be significantly impacted by the project during the weekday p.m. peak hour. The improvements that have been proposed to mitigate the weekday p.m. peak hour project impacts at these two intersections would also be effective at improving the Saturday midday operation of the Almaden Expressway and Cherry Avenue intersection to Level D (53.5 seconds of delay) and reducing the average vehicle delay at the Almaden Expressway and SR 85 (North) intersection to better than that calculated under existing plus approved plus project conditions during the Saturday peak hour (59.5 seconds of delay – Level E).

**Operations Analysis – Queuing and Storage**

The segment of Almaden Expressway between Branham Lane and Blossom Hill Road is regularly congested during the peak commute periods of the day. Traffic volumes on Almaden Expressway are heaviest in the northbound direction during the a.m. commute period and in the southbound direction during the p.m. commute period. The County of Santa Clara Roads and Airports Department is responsible for providing and maintaining good signal progression along Almaden Expressway. To accomplish this, the County has set a cycle length of just over three minutes with the majority of green time assigned to the through movements on Almaden Expressway. The result is good signal progression northbound and southbound on Almaden Expressway, but high vehicle delays and long vehicle queues for the side streets and some left-turn movements on Almaden Expressway.

**Almaden Expressway and Branham Lane**

The queuing analysis indicates that the maximum vehicle queues for the westbound dual left-turn pocket at the Almaden Expressway and Branham Lane intersection currently exceed the existing vehicle storage capacity, and would continue to do so under both the existing plus approved and the existing plus approved plus project conditions during the a.m., p.m. and Saturday peak hours of traffic. The westbound left-turn pocket can currently accommodate about 12 vehicles per lane. The project would increase the 95th percentile vehicle queues by one vehicle during the a.m. peak hour, three vehicles during the p.m. peak hour, and two vehicles during the Saturday peak hour. The left-turn pocket cannot be extended due to the presence of back-to-back turn pockets; however, the spillover is only temporary and, based on field observations, does not create any significant operational issues on Branham Lane.

**Almaden Expressway and Cherry Avenue**

As previously discussed, a level of service impact would occur at this intersection as a result of the project; the mitigation includes reconstructing the entire intersection. The proposed intersection improvements include the addition of a southbound left-turn lane to create a dual left-turn pocket. Based on the results of the queuing analysis, it is recommended that the dual left-turn pocket be lengthened by 150 feet as part of the intersection improvements so that the future dual left-turn pocket provides 450 feet of vehicle queuing storage per lane.

The westbound leg of this intersection will be significantly improved as part of the project. The improvements include widening Cherry Avenue (formerly Chynoweth Avenue) and adding multiple lanes. The project will also construct a new traffic signal at the main project entrance to Cherry Avenue approximately 600 feet east of Almaden Expressway. The new traffic signal will be timed to operate in coordination with the Almaden Expressway and Cherry Avenue intersection. Thus, the new signal will help to control the amount of vehicle queuing that occurs along Cherry Avenue (formerly Chynoweth Avenue) between the new signal and Almaden Expressway by metering the flow of westbound traffic.

**Almaden Expressway and SR 85 (South) / Almaden Plaza Way**

The maximum vehicle queues for the eastbound left-turn movement at Almaden Expressway and Almaden Plaza Way currently exceed the existing vehicle storage provided by the two existing left-turn lanes. With planned County improvements, as described in the report in Appendix I, vehicle queues would be shorter under both the existing plus approved and existing plus approved plus project conditions than under current conditions; however, even with the improvements, the 250 feet of striping between the SR 85 southbound off-ramp and Almaden Expressway will not provide adequate storage for vehicles during the a.m., p.m. or Saturday peak hours. The left-turn demand currently is greater than the right-turn demand at this location during the p.m. and Saturday peak hours, which are when the traffic volume on this leg of the intersection is highest; and the project would create an even greater imbalance. Additional improvements are possible for the eastbound leg of the intersection, which would shorten the left-turn vehicle queues by up to 100 feet per lane (4 vehicles per lane) and would not affect the right-turn vehicle queues, which would continue to be relatively low. Providing more storage for eastbound vehicles on Almaden Plaza Way would help to ensure that vehicles exiting southbound SR 85 are able to clear the signal at SR 85 (South) / Almaden Plaza Way in one signal cycle, thereby avoiding potential backups onto southbound SR 85 due to vehicle queues on the off-ramp.

**Blossom Hill Road and Sanchez Drive**

The maximum vehicle queues for the eastbound left-turn pocket at the Blossom Hill Road and Sanchez Drive intersection would exceed the existing vehicle storage capacity during the p.m. and Saturday peak hours of traffic under existing plus approved plus project conditions by one vehicle; however, 95 percent of the time, the eastbound left-turn pocket would be adequate to serve the estimated project traffic volumes.

The existing eastbound left-turn pocket could be extended by shortening the existing left-turn pocket to the west of Sanchez Drive. Since the existing westbound left-turn pocket to the shopping center serves very little volume, extending the left-turn pocket at Sanchez Drive would ensure that operations would not interfere with traffic flow along eastbound Blossom Hill Road. In addition, the traffic signal operations could be improved on Sanchez Drive by extending the striped southbound left-turn pocket on the north leg of the intersection to provide more vehicle storage and converting the signal phasing from permitted to split-phase. With these improvements, this intersection would better serve the estimated traffic volumes under existing plus approved plus project conditions.

**Freeway Off-ramp Queuing Analysis**

Vehicle queuing on the SR 85 northbound off-ramp to Almaden Expressway and the SR 85 southbound off-ramp to Almaden Plaza Way was evaluated for existing, existing plus approved, and existing plus approved plus project traffic conditions as detailed in the report in Appendix I.

SR 85 Northbound Off-ramp to Almaden Expressway

The results of the queuing analysis show the existing vehicle storage on the SR 85 northbound off-ramp to Almaden Expressway currently is adequate to serve the existing maximum vehicle queues, and would continue to adequately serve the estimated maximum vehicle queues that would develop during the a.m., p.m. and Saturday peak hours of traffic under existing plus approved and existing plus approved plus project conditions.

SR 85 Southbound Off-ramp to Almaden Plaza Way

The results of the queuing analysis show the existing vehicle storage on the SR 85 southbound off-ramp to Almaden Plaza Way currently is adequate to serve the existing maximum vehicle queues, and would continue to adequately serve the estimated maximum vehicle queues that would develop during the a.m., p.m. and Saturday peak hours of traffic under existing plus approved and existing plus approved plus project conditions.

**Freeway On-ramp Meter Analysis**

An analysis of metered freeway on-ramps providing access to SR 85 from the project site was performed to identify the effect of the addition of project traffic on the vehicle queues at the metered on-ramps. Since the proposed retail project would generate very little outbound traffic during the a.m. peak hour, the metered freeway on-ramps were evaluated during the p.m. peak hour of traffic only. The two freeway on-ramps that are metered in the project vicinity during the p.m. peak hour are:

- SR 85 southbound diagonal on-ramp from northbound Almaden Expressway
- SR 85 southbound loop on-ramp from southbound Almaden Expressway

The existing vehicle queue lengths at both metered ramps, as measured in the field during the p.m. peak hour of traffic, resulted in a longest queue of 10 vehicles in length on the SR 85 southbound diagonal on-ramp and a longest queue of 15 vehicles in length on the SR 85 southbound loop on-ramp. The maximum vehicle queues that were measured in the field occurred only once during the observation period and never backed up to Almaden Expressway.

The project would not add any trips to the SR 85 southbound diagonal on-ramp. The project would, however, add approximately 100 p.m. peak hour trips to the SR 85 southbound loop on-ramp. This equates to approximately one vehicle trip added to the ramp every 35 seconds. Based on the variability of the vehicle queues, the project could potentially add a vehicle to the maximum queue if a vehicle were to arrive at just the right moment when the queue is at its maximum. Thus, it can be concluded that the addition of p.m. project trips to the metered on-ramp would have very little effect on vehicle queues at the ramp.

**Impact Summary**

The addition of project traffic would have a **significant impact** on the intersections of Almaden Expressway and Cherry Avenue and of Almaden Expressway and SR 85 (North).

*MITIGATION MEASURES INCLUDED IN THE PROJECT*

**Almaden Expressway and Cherry Avenue**

- The intersection of Almaden Expressway and Cherry Avenue shall be fully built out, including the addition of a fourth northbound through lane; the addition of a second southbound left-turn lane; the conversion of the eastbound and westbound approaches from permitted to protected left-turn phasing; the construction of the westbound approach to include two left-turn lanes, one through lane and one right-turn lane; and the provision of a separate eastbound through lane. (58.0 seconds of delay – Level E)

**Almaden Expressway and SR 85 (North)**

- A fourth northbound through lane along the entire project frontage on Almaden Expressway shall be constructed to create a receiving lane for the westbound right-turn movement from the SR 85 northbound off-ramp, which would allow vehicles to make a right turn on red onto northbound Almaden Expressway; and the lanes on the SR 85 northbound off-ramp shall be reconfigured to provide one dedicated left-turn lane, one shared left-turn/through lane, and one dedicated right-turn lane. (69.9 seconds of delay – Level E)

Implementation of this mitigation measure will meet the City of San Jose's Level of Service Policy; however, the intersection of Almaden Expressway and SR 85 (North) off ramp is under the jurisdiction of both the County of Santa Clara and CalTrans; therefore, any proposed improvements at this intersection off ramp will require review, approval and issuance of an Encroachment Permit from these jurisdictions.

*CONCLUSION*

The implementation of the above intersection mitigation measures will reduce the project's impact on transportation / traffic to a **less-than-significant impact with mitigation**.

## **O. UTILITIES AND SERVICE SYSTEMS**

### *EXISTING SETTING*

#### **Sanitary Sewers**

There is an existing 18-inch City of San Jose sanitary sewer in Almaden Expressway, an 8-inch City sanitary sewer stubbed in Cherry Avenue (formerly Chynoweth Avenue), and a 21-inch City sanitary sewer in the future Sanchez Drive right-of-way through the site. Extensions within the project would be required.

#### **Wastewater Treatment**

Wastewater treatment for the City of San Jose is provided by the San Jose-Santa Clara Water Pollution Control Plant (WPCP). Capacity is available to serve the project based on the current capacity of 167 million gallons per day (MGD). The Water Pollution Control Plant is currently operating under a 120 MGD dry weather flow trigger. This requirement is based upon the State Water Resources Board and the Regional Water Quality Control Board (RWQCB) concerns over the effects of additional freshwater discharges on the saltwater marsh habitat, and pollutants loading to the South Bay from the WPCP. A Growth Management System regulates new development to assure that the capacity is not exceeded. There are programs and services in place to help minimize flows to the Plant and, while plans are in place to ensure Plant compliance with the 120 mgd trigger, those plans call for conservation and water recycling as strategies for ongoing compliance.

#### **Water Supply**

##### **Potable Water**

There is an existing 20-inch San Jose Water Company (SJWC) water line in Almaden Expressway, an existing 12-inch SJWC water line in Cherry Avenue (formerly Chynoweth Avenue), and an existing 10-inch SJWC water line in Sanchez Drive that ends where the roadway ends. Extensions within the project would be required.

##### **Recycled Water**

Recycled water within the City of San Jose is provided by South Bay Water Recycling (SBWR). Recycled water from the San Jose-Santa Clara Water Pollution Control Plant is used for irrigation purposes when available; the closest recycled water line is near Solari Park at Cas Drive and Los Arboles Street, approximately 4 miles to the northeast.

##### **Storm Drainage Facilities**

There is an existing 33-inch City of San Jose storm drainage line in Almaden Expressway, an existing 21-inch City storm drainage line in a portion of Cherry Avenue (formerly Chynoweth Avenue) that extends as a 27- to 30-inch line that outfalls to the Guadalupe River to the north, and an existing 120-inch City storm drainage line in the future Sanchez Drive right-of-way through the site that drains the area south of State Route 85 and outfalls to the Guadalupe River.

### **Solid Waste / Recycling**

There are several solid waste disposal service companies available for commercial purposes in San Jose. They are using the Newby Island sanitary landfill disposal site operated by International Disposal Company, and/or the Kirby Canyon disposal site operated by Waste Management of California, Inc. Newby Island has an estimated service life based on remaining capacity and contractual commitments to 2023. Kirby Canyon has an estimated service life of up to 50 years.

### **Gas and Electric Service**

Natural gas and electric services for San Jose are provided by Pacific Gas and Electric Company. There are existing services in the area.

### **Telephone Service**

There are several telephone service providers available for commercial purposes. There is existing service in the area.

#### *SIGNIFICANCE CRITERIA*

The proposed project would have a significant impact on utilities and service systems if it would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
- Comply with federal, state and local statutes and regulations related to solid waste.

#### *IMPACT AND MITIGATION*

### **Sanitary Sewers**

Sanitary sewer service for the project site is provided by the City of San Jose. The existing sanitary sewer lines in Almaden Expressway, Cherry Avenue (formerly Chynoweth Avenue) and the future Sanchez Drive right-of-way are available and adequate to serve the project. Extensions within the project would be provided.

### **Wastewater Treatment**

Wastewater treatment for the City of San Jose is provided by the San Jose-Santa Clara Water Pollution Control Plant. The project is estimated to generate an average of approximately

30,400 gallons per day (0.03 MGD) of effluent, based on the Growth Management System's land use/effluent coefficient of 0.076 gallons per day per square foot of small retail structures (worst case).

### **Water Supply**

#### **Potable Water**

Potable water for the project site is provided by the San Jose Water Company. The existing water lines in Almaden Expressway, Cherry Avenue (formerly Chynoweth Avenue) and Sanchez Drive are available and adequate to serve the project. Extensions within the project would be provided. The project is estimated to require approximately 40,000 gallons of water per day, based on 100 gallons per 1,000 square feet per day. The project incorporates built-in water savings devices such as low flush toilets to reduce water usage.

#### **Recycled Water**

A recycled water source is not currently available to the project site, and there are no plans to extend a recycled water line to the site at this time. Typical commercial applications for recycled water include landscaping irrigation and water for flush toilets; the project will incorporate recycled water for irrigation where possible when it does become available.

### **Storm Drainage Facilities**

An increase in impervious surfaces associated with project development would cause an increase in stormwater runoff. An onsite collection system including curbs, gutters and an underground system would be included in the project. Stormwater will be collected and drain easterly to a hydromodification management basin located along the northeasterly boundary. Water will collect in the basin and then will be released through a series of pipes at a rate similar to the existing rate of runoff from the site. Water released from the basin will be directed through an existing outfall to the Guadalupe River.

### **Solid Waste / Recycling**

There are currently several solid waste disposal service companies available for commercial purposes in San Jose; however, beginning July 12, 2011, there will be a single franchised hauler for the collection of commercial solid waste. The project is estimated to generate up to approximately 183 tons of solid waste per year, based on 2.5 pounds per 1,000 square feet per day, based on CalRecycle solid waste generation rates for shopping centers. This amount could be reduced with recycling.

### **Construction / Demolition Debris**

The project is also subject to mandatory construction and demolition debris recycling. At least 50 percent of the debris generated from the project must be recycled.

### III. O. Utilities and Service Systems

#### **Gas and Electric Service**

There are existing Pacific Gas and Electric Company gas and electric services in the area that would be extended as required to serve the project. There is sufficient capacity in this utility system to provide adequate project service.

#### **Telephone Service**

There are several telephone service providers available for commercial purposes. There is sufficient capacity in these utility systems to provide adequate project service.

#### **Impact Summary**

The project would have a **less-than-significant impact** on utilities and service systems.

#### *MITIGATION MEASURES INCLUDED IN THE PROJECT*

None required.

#### *CONCLUSION*

The project's impact on utilities and service systems would be a **less-than-significant impact**.

## IV. CUMULATIVE IMPACTS

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*Cumulative impacts, as defined by CEQA, refer to two or more individual effects, which when combined, are considerable or which compound or increase other environmental impacts. Cumulative impacts may result from individually minor, but collectively significant projects taking place over a period of time. The CEQA Guidelines state (§15130) that an EIR should discuss cumulative impacts “when the project’s incremental effect is cumulatively considerable.” The discussion does not need to be in as great detail as is necessary for project impacts, but is to be “guided by the standards of practicality and reasonableness.” The purpose of the cumulative analysis is to allow decision makers to better understand the potential impacts which might result from approval of past, present and reasonably foreseeable future projects, in conjunction with the proposed project.*

### **Pending Projects**

Other projects considered in the cumulative analysis include:

- 200,000 square foot retail on 41.4 acres on Quimby Road and Capitol Expressway. Arcadia-Evergreen PDC10-022
- 257,296 square foot retail commercial on 20 acres on Monterey Road south of E. Alma Avenue. Sun Garden PDC10-026

### **Air Quality**

The project’s regional average daily and annual operational emissions of ROG, NO<sub>x</sub> and PM<sub>10</sub> exceed the BAAQMD’s significance thresholds and are considered a cumulative significant impact. When these impacts are combined with those of two other large retail projects, these emissions would continue to exceed the BAAQMD’s significance thresholds and would be a **significant unavoidable cumulative impact**.

### **Greenhouse Gas Emissions**

The project’s greenhouse gas emissions exceed the BAAQMD’s significance threshold and would contribute significantly to a cumulative impact on global climate change. When these impacts are combined with those of two other large retail projects, these emissions would continue to exceed the BAAQMD’s significance threshold and would be a **significant unavoidable cumulative impact**.

### **Transportation / Traffic**

The project and the above pending projects are located in different areas of the city – approximately five and ten miles away, respectively – and would not measurably impact the same intersections; therefore, their cumulative traffic impact would be **less than significant**.



## **V. SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS**

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*As defined in the State CEQA Guidelines, a significant impact on the environment is "...a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the activity..." Suggested significant environmental impacts of the project are listed below. Final determination of the significant impacts is by the decision making body of the Lead Agency having final approval authority over the project. All of the other identified potentially significant impacts of the project are mitigated by measures to be considered in the approval of the project or are not expected to have a substantial adverse impact on the environment, based on final determination by the decision making body.*

### **Air Quality**

Regional average daily and annual operational emissions of ROG, NO<sub>x</sub> and PM<sub>10</sub> generated by the project would exceed BAAQMD cumulative significance thresholds.

### **Greenhouse Gas Emissions**

Greenhouse gas emissions generated by the project would exceed BAAQMD cumulative significance thresholds.

*When an Environmental Impact Report identifies significant impacts, Section 15091 of the State CEQA Guidelines requires that one or more of the following written findings be made when a public agency approves the project: 1) changes or alterations have been required to avoid or substantially lessen the impact, 2) changes or alterations are within the responsibility of another agency, or 3) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible. CEQA requires decision makers to balance the benefits of a project against its unavoidable environmental risks in determining whether to approve the project. When the decision of the public agency allows the occurrence of significant impacts that are not at least substantially mitigated, a "Statement of Overriding Considerations" shall be prepared in accordance with Section 15093.*



## VI. PROJECT ALTERNATIVES

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*The State CEQA Guidelines' Section 15126 requires the description of a range of reasonable alternatives to the project, or to the location of the project, which could reduce significant impacts and feasibly attain the basic project objectives and an evaluation of the comparative merits of the alternatives. The range of alternatives to be analyzed is governed by the Rule of Reason, which requires only an analysis of those alternatives necessary to permit a reasonable choice. If the environmentally superior alternative is the "No Project", an environmentally superior alternative is to be identified among the other alternatives. A comparison of the alternatives is provided at the end of this section.*

The Project Objective, as described in section I. B., Project Objectives, is to construct a high quality commercial development of a maximum of 400,000 square feet of commercial space in the Almaden Valley area in accordance with the Economic Development Major Strategy of the *San Jose 2020 General Plan* by generating needed jobs within the City and adding to the City's economic base that is necessary to fund the City's urban service needs.

The significant impacts of the project are:

- Air Quality
- Biological Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Transportation / Traffic

Standard City requirements or project-specific mitigation measures, as described throughout the SEIR text, have been identified that will reduce all of the above project impacts to a less-than-significant level, with the exception of:

- Air Quality
- Greenhouse Gas Emissions

Both project and cumulative air quality and greenhouse gas emissions impacts would be significant unavoidable impacts.

## **A. NO PROJECT**

If the project does not proceed, the project impacts would be eliminated. The site probably would remain vacant for an unknown length of time; however, since it is in private ownership and located in a developed area and is designated for commercial development on the City's General Plan, continuous efforts to develop the site in accordance with the General Plan land use designation can be expected.

## **B. ALTERNATIVE LAND USE – REDUCED PROJECTS**

### **1. 172,000 Square Feet of Commercial to Meet Air Quality Standards**

In order to reduce the project's air quality impact to a less-than-significant level, the project would have to be reduced by approximately 57 percent in order to meet the NO<sub>x</sub> daily standard, which has the greatest impact. This alternative would consist of the development of a maximum of approximately 172,000 square feet of commercial space that would generate approximately 8,600 daily trips, which would reduce the average daily and annual operational emissions air quality impact to acceptable levels. The BAAQMD significance criteria for air quality impacts are 54 lbs/day for reactive organic gases, nitrogen oxides and PM<sub>2.5</sub>, and 82 lbs/day for PM<sub>10</sub>; a 57 percent reduction in the number of daily trips would reduce the daily emissions from the project to less than these values. This alternative would require similar geotechnical, water quality, noise, and hazardous materials mitigation as the proposed project, and would have similar impacts to land use and cultural resources. There would be less of an impact on biological resources, on the riparian corridor, and on visual considerations (more open space) and would generate less of an increase in traffic, air pollution, and utilities/services impacts. This alternative would not meet the project objective of a maximum of 400,000 square feet of commercial space.

### **2. 28,000 Square Feet of Commercial to Meet Greenhouse Gas Emissions Standards**

Similar to the above alternative, in order to reduce the project's greenhouse gas emissions impact to a less-than-significant level, the project would have to be reduced by approximately 93 percent in order to meet the annual GHG emissions standard, as the project's estimated emissions are 16,808 metric tons and the standard is 1,100 metric tons. This alternative would consist of the development of a maximum of approximately 28,000 square feet of commercial space that would generate approximately 1,400 daily trips, which would reduce the daily GHG emissions impact to acceptable levels. This alternative would require similar geotechnical, water quality, noise, and hazardous materials mitigation as the proposed project, and would have similar impacts to land use and cultural resources. There would be less of an impact on biological resources, on the riparian corridor, and on visual considerations (more open space) and would generate less of an increase in traffic, air pollution, and utilities/services impacts. This alternative would not meet the project objective of a maximum of 400,000 square feet of commercial space.

## C. ALTERNATIVE LOCATIONS

### Arcadia-Evergreen

The 81-acre Arcadia-Evergreen site that is located at Quimby Road and Capitol Expressway is the only comparable large, undeveloped site in the City that is designated for commercial development. Forty-five and a half (45.5) acres of the site are designated as General Commercial on the *San Jose 2020 General Plan* Land Use/Transportation Diagram, and the site is designated for 300,000 square feet of commercial in the Evergreen-East Hills Vision Strategy. While the site thus appears to be available as an alternative location, there is currently a rezoning application on file by the same applicant for a 200,000-square-foot retail center. Development on this site would have the same significant unavoidable air quality and greenhouse gas emissions impacts as the project site. There would be significant traffic impacts in the Evergreen area that are mitigated by an area-wide plan and fee. The site is already proposed for commercial development; however, it does not meet the project objective of being located in the Almaden Valley area.

### Other Locations

Other alternative locations that were considered include:

- County fairgrounds on Tully Road
- Singleton landfill on Singleton Road
- Southerly portion of the iStar property on Monterey Road
- PG&E / VTA property on Santa Teresa Boulevard and San Ignacio Road

None of these sites is designated for commercial development except for the portion of the iStar property. Three of them are owned by government agencies or utilities. None of the sites is under the control of the applicant, nor are they for sale. One of the sites is a former landfill with associated hazardous materials/remediation issues; and none of them meet the project objective of being located in the Almaden Valley area.

## D. ALTERNATIVES COMPARISON

The 28,000 Square Feet of Commercial to Meet Greenhouse Gas Emissions Standards alternative is the "environmentally superior" alternative because of the reduction in both air quality and greenhouse gas emissions to acceptable levels.



## **VII. GROWTH INDUCING IMPACTS OF THE PROJECT**

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### **Direct Growth Inducing Impacts**

Direct growth inducing impacts include the construction of streets and utilities that would provide access to or capacity for additional undeveloped land. The site is bordered by commercial, transportation (SR 85 and Almaden Expressway) and public park and open space (Guadalupe River) land. The proposed project would not result in direct growth inducing impacts associated with the extension of streets or utilities and services adequate to serve adjacent areas. The project would have a **less-than-significant** direct growth inducing impact.

### **Indirect Growth Inducing Impacts**

Indirect growth inducing impacts include increases in population and economic impacts. There would be short-term increases in employment in the construction industry. Future employees would reflect added economic support to businesses in the area, and would add to the cumulative demand for services. Because they are short-term and the number of employees is small compared to the area population, the indirect growth inducing impact of the project would be a **less-than-significant** impact.



## **VIII. ANY SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES, WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED**

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The project would result in the loss of open space and the visual change caused by grading and construction of a building(s), roadways, utilities and landscaping. Once the project is developed, reversion to the site's current state would be unlikely. Alternative use of the land after the project is developed would not be totally precluded - but would be highly unlikely.

## **IX. VIEWS OF LOCAL GROUPS**

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A scoping meeting to discuss the proposed project with neighbors was held on January 20, 2011. Approximately 20 people were in attendance. The following issues were discussed: the Chynoweth Avenue bridge over the Guadalupe River, traffic, homeless encampments along the Guadalupe River, noise from commercial equipment and night-time deliveries, future SR 85/ Almaden Expressway interchange improvements, impacts on available vacant retail space in the area, and potential occupancy of the large vacant retail space across Almaden Expressway.



## **X. AUTHORS AND CONSULTANTS**

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**City of San Jose**  
**Department of Planning,**  
**Building and Code Enforcement**  
200 East Santa Clara Street, 3rd Floor  
San Jose, CA 95113

Joseph Horwedel  
*Director*

John Davidson  
*Senior Planner*

Janis Moore  
*Planner II*  
*Environmental Manager*

Lesley Xavier  
*Planner II*  
*Project Manager*

**Mindigo & Associates**  
*Environmental Consultants*  
1984 The Alameda, Suite 1  
San Jose, CA 95126

Richard P. Mindigo  
Louanne (Bergna) Quilici

**Donald Ballanti**  
*Certified Consulting Meteorologist*  
1424 Scott Street  
El Cerrito, CA 94530

Donald Ballanti

**Live Oak Associates, Inc.**  
*Consulting Ecologist*  
6840 Via del Oro, Suite 220  
San Jose, CA 95119

Rick A. Hopkins  
Melissa Denena  
Nathan Hale  
Neal Kramer

**AEI Consultants**  
*Environmental & Engineering Services*  
2500 Camino Diablo  
Walnut Creek, CA 94597

Brant Rotnem  
Natalie Sucharski

**Hexagon Transportation Consultants, Inc.**  
*Transportation Consultants*  
111 W. St. John Street, Suite 850  
San Jose, CA 95113

Gary Black  
Brian Jackson

**Urban Programmers**  
*Historic Preservation Consultant*  
10710 Ridgeview Avenue  
San Jose, CA 95127

Bonnie L. Bamberg

**Cornerstone Earth Group**  
*Geologic and Environmental Engineers*  
1259 Oakmead Parkway  
Sunnyvale, CA 94085

Scott Fitinghoff

*Although Mindigo & Associates have used their best efforts to prepare a complete and competent report, Mindigo & Associates shall not be liable for cost or damage to any project due to judicial or administrative action, whether or not such action is based on the form or content of this report or portion prepared by Mindigo & Associates. Any services of staff or subconsultants of Mindigo & Associates required by any party in any litigation on or related to this report shall be paid for by the party requesting such services at the current, standard consulting rates of Mindigo & Associates.*

# INITIAL STUDY / EIR

## DISCLOSURE STATEMENT

APPLICANT                    The Arcadia Companies

PROJECT TITLE            **Almaden Ranch Retail Center**  
PDC10-006

PROJECT LOCATION      Northeastly quadrant of Almaden Expressway and State Route 85  
(APNs 458-16-032 and 458-17-006, -017 and -018)

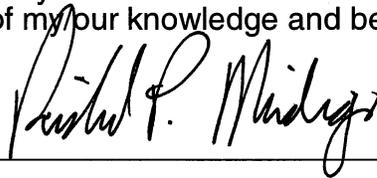
Mindigo & Associates has prepared the above Initial Study or Draft Environmental Impact Report, doing business as:

An Individual

The above-named, now has or will have the following direct or indirect economic interest or interests in the development of, or, after its completion, the operation of the project for which the attached Initial Study or Draft EIR has been submitted:

None, Except Fees For The Preparation Of Environmental Studies

I/We declare, under penalty of perjury, that the statements furnished above pertaining to the environmental effects of a proposed project and to my/our economic interest or interests in that project are complete, true and correct to the best of my/our knowledge and belief.



**Mindigo & Associates**  
*Environmental Consultants*  
1984 The Alameda, Suite 1  
San Jose, CA 95126

*In order to achieve maximum objectivity in the Environmental Review process, the City requires persons, including individuals, firms, associations, partnerships, trusts, corporations, or companies, who submit to the City applications for Environmental Clearance, or who submit to the City a proposed Draft EIR, to disclose any economic interest in the project which they have derived or will or might derive from the development of, or, after its completion, the operation of the project. This application shall apply to consultants and subcontracted consultants who prepare all, or portions of, the Environmental Clearance document or the proposed Draft EIR. Each proponent, consultant, and subcontracted consultant shall prepare a disclosure statement as presented in this application.*

*You have an indirect economic interest in the project if your spouse or dependent child or agent acting on your behalf owns or otherwise has an economic interest in the site upon which the project is to be developed or if your spouse or dependent child or agent acting on your behalf has a present or future economic interest in the development of, or, after its completion, operation of the project. Briefly but specifically describe each of your direct and indirect economic interests in the project. You need but disclose the nature of your economic interest in the project, not the amount of said interest. If you have no interest, simply write "none" in the space provided.*

## **XI. PERSONS AND ORGANIZATIONS CONSULTED**

---

**Brad Durga**, The Arcadia Companies

**Gerry DeYoung**, Planner, Ruth and Going, Inc.

**Mike Sheehy**, Civil Engineer, Ruth and Going, Inc.

**Deric Weis**, Civil Engineer, Ruth and Going, Inc.

**Joe Territo**, Project Site Tenant

**Vivian Tom**, Associate Engineer, Development Services, Public Works Department, City of San Jose

**Karen Mack**, Principal Engineering Technician, Transportation Department, City of San Jose

**Geoffrey Blair**, Environmental Services Specialist, Environmental Services Department, City of San Jose

**Robert D. Gonzales**, Director, Student Assignment & Demographics, San Jose Unified School District

**Rose Roman**, Student Assignment, San Jose Unified School District

**Ted Ibarra**, Associate Civil Engineer, Capital Program Services Division, Santa Clara Valley Water District



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**Biotic Evaluation, Almaden Ranch, City of San Jose, Santa Clara County, California, Live Oak Associates, Inc., April 28, 2011**

**Up-Date Evaluation Report Considering the Historical and Architectural Resources Located at 14520 and 14540 Almaden Expressway, San Jose, Santa Clara County, California, Urban Programmers, April 4, 2011**

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**Transportation Impact Analysis, Almaden / Chynoweth Retail Center, Hexagon Transportation Consultants, Inc., May 16, 2011**

# ALMADEN RANCH RETAIL CENTER

## DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT CONSULTANTS' REPORTS

Copies of the following consultants' reports, which were prepared for the **ALMADEN RANCH RETAIL CENTER SEIR**, are included in the Technical Appendix, a separate document, and/or on the CD attached to the back cover of this document. In accordance with the State CEQA Guidelines, these reports are incorporated by reference and not reproduced in the body of the SEIR in order to reduce the size and number of pages.

### APPENDIX

- A California Agricultural Land Evaluation and Site Assessment Model Analysis, Almaden Ranch, San Jose, California, Live Oak Associates, Inc., April 28, 2011**
- B Air Quality Impact Analysis for the Proposed Almaden Arcadia Retail Project, City of San Jose, Donald Ballanti, January, 2011**
- C Biotic Evaluation, Almaden Ranch, City of San Jose, Santa Clara County, California, Live Oak Associates, Inc., April 28, 2011**
- D Up-Date Evaluation Report Considering the Historical and Architectural Resources Located at 14520 and 14540 Almaden Expressway, San Jose, Santa Clara County, California, Urban Programmers, April 4, 2011**
- E Energy Conservation Measures**
- F Discussion of Soil Liquefaction Potential, Almaden Ranch Retail Center, Almaden Expressway and Cherry Avenue, San Jose, California, Cornerstone Earth Group, April 7, 2011**
- G Phase I Environmental Site Assessment, 14418-14540 Almaden Expressway, San Jose, Santa Clara County, California 95118, AEI Consultants, May 6, 2011**
- H Environmental Noise Measurements, Almaden Ranch, San Jose, California, Charles M. Salter Associates, Inc., April 28, 2011**

- I **Transportation Impact Analysis, Almaden / Chynoweth Retail Center, Hexagon Transportation Consultants, Inc., May 16, 2011**
- J **Notice of Preparation, NOP Distribution List, and Comment Response Letters**

DRAFT  
SUBSEQUENT EIR

for the

**ALMADEN RANCH RETAIL CENTER**

PDC10-006  
SCH No. 1997062105

May 23, 2011

**TECHNICAL APPENDIX**

Volume II

CITY OF SAN JOSE



# **ALMADEN RANCH RETAIL CENTER**

## **DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT CONSULTANTS' REPORTS**

Copies of the following consultants' reports, which were prepared for the **ALMADEN RANCH RETAIL CENTER SEIR**, are included in this Technical Appendix, a separate document. In accordance with the State CEQA Guidelines, these reports are incorporated by reference and not reproduced in the body of the SEIR in order to reduce the size and number of pages.

### **APPENDIX**

- A California Agricultural Land Evaluation and Site Assessment Model Analysis, Almaden Ranch, San Jose, California, Live Oak Associates, Inc., April 28, 2011**
- B Air Quality Impact Analysis for the Proposed Almaden Arcadia Retail Project, City of San Jose, Donald Ballanti, January, 2011**
- C Biotic Evaluation, Almaden Ranch, City of San Jose, Santa Clara County, California, Live Oak Associates, Inc., April 28, 2011**
- D Up-Date Evaluation Report Considering the Historical and Architectural Resources Located at 14520 and 14540 Almaden Expressway, San Jose, Santa Clara County, California, Urban Programmers, April 4, 2011**
- E Energy Conservation Measures**
- F Discussion of Soil Liquefaction Potential, Almaden Ranch Retail Center, Almaden Expressway and Cherry Avenue, San Jose, California, Cornerstone Earth Group, April 7, 2011**
- G Phase I Environmental Site Assessment, 14418-14540 Almaden Expressway, San Jose, Santa Clara County, California 95118, AEI Consultants, May 6, 2011**
- H Environmental Noise Measurements, Almaden Ranch, San Jose, California, Charles M. Salter Associates, Inc., April 28, 2011**
- I Transportation Impact Analysis, Almaden / Chynoweth Retail Center, Hexagon Transportation Consultants, Inc., May 16, 2011**
- J Notice of Preparation, NOP Distribution List, and Comment Response Letters**

I **Draft–Transportation Impact Analysis, Almaden / Chynoweth Retail Center,**  
Hexagon Transportation Consultants, Inc., ~~January 11~~May 6, 2011

J **Notice of Preparation Response Letters**

**APPENDIX A**  
Agriculture Resources



# LIVE OAK ASSOCIATES, INC.

an Ecological Consulting Firm

April 28, 2011

Brad Durga  
Arcadia Development Co.  
PO Box 5368  
San Jose, CA 95150

**Subject: California Agricultural Land Evaluation and Site Assessment Model Analysis,  
Almaden Ranch, San Jose, California**

Dear Mr. Durga,

Per your request, Live Oak Associates, Inc. (LOA) conducted an analysis of the Almaden Ranch Property using the Land Evaluation and Site Assessment Model (LESA Model) to assess environmental impacts resulting from conversion of agricultural land. The LESA Model is a point rating system that factors in soil characteristics, project size, water resources, and surrounding land characteristics and produces a numeric score. This model is intended by CEQA to provide lead agencies with a standardized mechanism to determine significant effects on the environment of agricultural land conversions and ensure that they are considered in a consistent manner during the environmental review process.

The LESA Model is composed of six factors used in the analysis of the agricultural value of the land proposed for land conversions. Two Land Evaluation (LE) factors that are based upon measures of soil resource quality and capability are weighed heavily at 50 percent of the total score. Four additional components make up the Site Assessment (SA) factors and constitute 50 percent of the total score. These are based on the project size, water resource availability, surrounding agricultural lands, and the amount of protected resource lands surrounding the project site. Each of these six factors is rated separately and then mathematically combined into a single numeric score with a maximum attainable score of 100 points. This final score is used to determine if the land conversion is significant or not-significant (Table 1).

**Table 1. California LESA Model Scoring Thresholds**

Total LESA Score	Scoring Decision
0 to 39 Points	Not Considered Significant
40 to 59 Points	Considered Significant only if LE and SA subscores are each greater than or equal to 20 points
60 to 79 Points	Considered Significant unless either LE or SA subscore is less than 20 points
80 to 100 Points	Considered Significant

*LESA Score for the Almaden Ranch Property*

The 43.5-acre Almaden Ranch property is currently zoned as Planned Development (A(PD)) for the construction of a maximum of 350,000 square feet of commercial space or up to a maximum of 400 residential units, or any equivalent combination of commercial and residential uses that conformed to the City's Transportation Level of Service Policy (5-3). Approximately 14 acres of the site is mapped as prime farmland and the remainder is mapped as grazing land on the *Santa Clara County Important Farmlands 2008* map (California Department of Conservation, 2009). However, the entire site is classified as "not prime farmland" of statewide importance on the Web Soil Survey by the National Resource Conservation Service (NRCS 2011). Regardless, the following analysis is not affected by this apparent inconsistency.

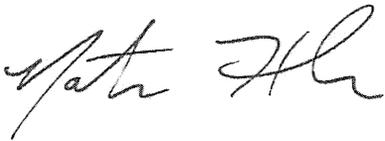
All factors required for the LESA Model analysis of the Almaden Ranch site were obtained except for a small subset of the Storie Index rating scores for soils of the site. The dominant soil type of the site is "Urban-land-Elpaloalto Complex, 0-2% slopes" which, as a stand-alone soil mapping unit, has no Storie Index rating. However, by breaking this complex into its component soils, Urban-land (and other minor components) makes up approximately 75 percent of the complex and has a Storie Index rating of 0, and Elpaloalto makes up approximately 23 percent of the complex and the NRCS reported that it lacked sufficient information to provide a rating (likely due to the fact that it is a minor component of a soil complex) (NRCS 2011). This was essentially the case for the soil mapping unit, "Urban-land-Landelspark Complex, 0-2% slopes," which comprises less than 1 acre of the site. Therefore, for the purpose of this analysis, a rating of 100 was assumed (which is the top rating possible) for both subcomponents (Elpaloalto and Landelspark); the Urban-land components were appropriately rated 0, under the Storie Index system. This assumption was made to ensure that the results of this analysis were not biased toward a finding of not-significant.

The results of the LESA Model for the Almaden Ranch site produce a LESA score of 34.1 (Attachment 1). The LE subscore is 11.6 and the SA subscore is 22.5.

Based on the LESA Model Scoring Thresholds the loss of the Almaden Ranch agricultural land is considered not-significant due to the fact that the total LESA score is less than 40 points.

If you have any further questions about this analysis, please feel free to contact our office at (408) 224-8300.

Kind Regards,



Nathan Hale  
Assistant Project Manager  
Staff Ecologist

1 attachment

## Attachment 1: LESA Model Worksheets and Calculations

LESA Model analysis of the Almaden Ranch site included the following tabulations. Not shown are tabulations for the water resources, surrounding agricultural land, and surrounding protected resource land factors. These analyses did not require a worksheet. Less than 40 percent of the surrounding land is comprised of agricultural land (actual is roughly 0 percent) and less than 40 percent of the surrounding land is comprised of protected resource land (actual is roughly 15 percent); these percentages merit factor ratings of 0 (see below). Well-sourced irrigation water was reported to be available to the entire 43.5 acres during both regular and drought years; therefore the score for water resources was maximized at 100. The project size score was rated according to the highest LCC Class value score.

### Final LESA Worksheet

A FACTOR NAME	B FACTOR RATING (0-100 POINTS)	X	C FACTOR WEIGHTING (Total = 1.00)	=	D WEIGHTED FACTOR RATING
LAND EVALUATION					
1. Land Capability Classification	<u>22.86</u>	<b>X</b>	<u>0.25</u>	=	<u>5.7</u>
2. Storie Index Rating*	<u>23.43</u>	<b>X</b>	<u>0.25</u>	=	<u>5.9</u>
					<b>(11.6)</b>
SITE ASSESSMENT					
1. Project Size	<u>50.00</u>	<b>X</b>	<u>0.15</u>	=	<u>7.5</u>
2. Water Resource Availability	<u>100.00</u>	<b>X</b>	<u>0.15</u>	=	<u>15.0</u>
3. Surrounding Agricultural Lands	<u>0.00</u>	<b>X</b>	<u>0.15</u>	=	<u>0.0</u>
4. Protected Resources Lands	<u>0.00</u>	<b>X</b>	<u>0.05</u>	=	<u>0.0</u>
					<b>(22.5)</b>
<b>TOTAL LESA SCORE</b> (sum of weighted factor ratings)					<b>34.1</b>

\* Assumes highest rating for unknown soil ratings.

### Land Evaluation and Project Size Assessment Worksheets

A	B	C	D	E	F	G	H	I	J	K	
Soil Map Unit	Unit Name	Project Acres	Proportion of Project Areas	LCC	LCC Rating	LCC Score	Storie Index	Storie Index Score	LCC Class I - II	LCC Class III	LCC Class IV-VIII
131.00	Urban Land component (Urban land - Elpaloalto complex, 0 - 2 percent slopes)	33.00	0.75	-	0.00	0.00	0	0.00	0.00		33.00
131.00	Elpaloalto component (Urban land - Elpaloalto complex, 0 - 2 percent slopes)	10.00	0.23	1	100.00	22.86	100	22.86	10.00		0.00
170.00	Urban Land component (Urban land - Landelspark complex, 0 - 2 percent slopes)	<del>0.75</del> <b>0.5</b>	0.02	-	0.00	0.00	0	0.00	0.00		0.25
170.00	Landelspark component (Urban land - Landelspark complex, 0 - 2 percent slopes)	0.25	0.01	1	100.00	0.57	100	0.57	0.25		0.00
	<b>TOTALS</b>	<b>43.5</b> <del>43.75</del>	1.00		<b>LCC TOTAL SCORE</b>	<b>22.86</b>	<b>i STORE TOTAL</b>	23.43	<b>10.25</b>	<b>0.00</b>	<b>33.25</b>



# **APPENDIX B**

Air Quality/ Greenhouse Gas Emissions

**Donald Ballanti**  
*Certified Consulting Meteorologist*

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1424 Scott Street  
El Cerrito, CA 94530  
(510) 234-6087

**AIR QUALITY IMPACT ANALYSIS FOR THE  
PROPOSED ALMADEN ARCADIA RETIAL PROJECT, CITY OF SAN JOSE**

Prepared for:

Mindigo and Associates  
1984 The Alameda, Suite 1  
San Jose, CA 95126

January 2011

Air Pollution Meteorology • Dispersion Modeling • Climatological Analysis

## **INTRODUCTION**

The Almaden Arcadia Retail project site is northeast of the Almaden Expressway/State Route 85 interchange. The project would consist of a retail center with 400,000 sq. ft of space. Uses would include a gasoline station big box retail and smaller retail buildings.

An EIR was prepared in 1998 for a project on the site consisting of up to 350,000 sq. ft. of retail space, up to 400 units of high density housing, or a combination of the two.

This report describes the effects of the proposed project on local and regional air quality. It discusses existing air quality, construction-related impacts, direct and indirect emissions associated with the project, the impacts of these emissions on both the local and regional scale, and mitigation measures to reduce or eliminate any identified significant impacts. The analysis was conducted using guidance provided by the Bay Area Air Quality Management District (BAAQMD).<sup>1</sup> Where appropriate, current project impacts are compared to those of the project evaluated in the 1998 EIR.

## **EXISTING SETTING**

### **Air Pollution Climatology**

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

Northwest winds and northerly winds are most common in the project area, reflecting the orientation of the Bay and the San Francisco Peninsula. Winds from these directions carry pollutants released by autos and factories from upwind areas of the Peninsula toward San Jose, particularly during the summer months. Winds are lightest on the average in fall and winter. Every year in fall and winter there are periods of several days when winds are very light and local pollutants can build up.

Pollutants can be diluted by mixing in the atmosphere both vertically and horizontally. Vertical mixing and dilution of pollutants are often suppressed by inversion conditions, when a warm layer of air traps cooler air close to the surface. During the summer, inversions are generally elevated above ground level, but are present over 90 percent of the time in both the morning and afternoon. In winter, surface-based inversions dominate in the morning hours, but frequently dissipate by afternoon.

Topography can restrict horizontal dilution and mixing of pollutants by creating a barrier to air movement. The South Bay has significant terrain features that affect air quality. The Santa Cruz Mountains and Mt. Hamilton Range on either side of the South Bay restrict horizontal dilution, and this alignment of the terrain also channels winds from the north to

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<sup>1</sup> Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, June 2010.

south, carrying pollution from the northern Peninsula toward San Jose.

The combined effects of moderate ventilation, frequent inversions that restrict vertical dilution and terrain that restricts horizontal dilution give San Jose a relatively high atmospheric potential for pollution compared to other parts of the San Francisco Bay Area Air Basin and provide a high potential for transport of pollutants to the east and south.

## **Ambient Air Quality Standards**

### Criteria Pollutants

Both the U. S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. Table 1 identifies the major criteria pollutants, characteristics, health effects and typical sources. The federal and California state ambient air quality standards are summarized in Table 2.

The federal and state ambient standards were developed independently with differing purposes and methods, although both processes attempted to avoid health-related effects.

As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>)

### Toxic Air Contaminants

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least forty different toxic air contaminants. The most important, in terms of health risk, are diesel particulate, benzene, formaldehyde, 1,3-butadiene and acetaldehyde.

Public exposure to TACs can result from emissions from normal operations, as well as accidental releases. Health effects of TACs include cancer, birth defects, neurological damage and death.

## **Ambient Air Quality**

The BAAQMD maintains a network of monitoring sites in the Bay Area. The closest to the project site is located in downtown San Jose. Table 3 summarizes violations of air quality standards at this monitoring site for the period 2007-2009. Table 3 shows that the federal

Table 1: Major Criteria Pollutants

Pollutant	Characteristics	Health Effects	Major Sources
Ozone	A highly reactive photochemical pollutant created by the action of sunshine on ozone precursors (primarily reactive hydrocarbons and oxides of nitrogen. Often called photochemical smog.	Eye Irritation Respiratory function impairment.	The major sources ozone precursors are combustion sources such as factories and automobiles, and evaporation of solvents and fuels.
Carbon Monoxide	Carbon monoxide is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels.	Impairment of oxygen transport in the bloodstream. Aggravation of cardiovascular disease. Fatigue, headache, confusion, dizziness. Can be fatal in the case of very high concentrations.	Automobile exhaust, combustion of fuels, combustion of wood in woodstoves and fireplaces.
Nitrogen Dioxide	Reddish-brown gas that discolors the air, formed during combustion.	Increased risk of acute and chronic respiratory disease.	Automobile and diesel truck exhaust, industrial processes, fossil-fueled power plants.
Sulfur Dioxide	Sulfur dioxide is a colorless gas with a pungent, irritating odor.	Aggravation of chronic obstruction lung disease. Increased risk of acute and chronic respiratory disease.	Diesel vehicle exhaust, oil-powered power plants, industrial processes.
Particulate Matter	Solid and liquid particles of dust, soot, aerosols and other matter which are small enough to remain suspended in the air for a long period of time.	Aggravation of chronic disease and heart/lung disease symptoms.	Combustion, automobiles, field burning, factories and unpaved roads. Also a result of photochemical processes.

Table 2: Federal and State Ambient Air Quality Standards

Air Pollutant	Averaging Time	California Standard	Attainment Status	Federal Standard	Attainment Status
Ozone (O <sub>3</sub> )	1 hour	0.09 ppm	N	—	
	8 hour	0.070 ppm	N	0.075 ppm	N
Respirable particulate matter (PM <sub>10</sub> )	24 hour	50 µg/m <sup>3</sup>	N	150 µg/m <sup>3</sup>	U
	Mean	20 µg/m <sup>3</sup>	N	—	
Fine particulate matter (PM <sub>2.5</sub> )	24 hour	—		35 µg/m <sup>3</sup>	N
	Mean	12 µg/m <sup>3</sup>	N	15.0 µg/m <sup>3</sup>	A
Carbon monoxide (CO)	1 hour	20 ppm	A	35 ppm	A
	8 hour	9.0 ppm	A	9 ppm	A
Nitrogen dioxide (NO <sub>2</sub> )	1 hour	0.18 ppm	A	0.10 ppm	U
	Mean	0.030 ppm		0.053 ppm	A
Sulfur dioxide (SO <sub>2</sub> )	1 hour	0.25 ppm	A	0.075 ppm	A
	24 hour	0.04 ppm	A	—	
Lead	30-day	1.5 µg/m <sup>3</sup>	A	—	
	Quarter	—		1.5 µg/m <sup>3</sup>	A
Sulfates	24 hour	25 µg/m <sup>3</sup>	A	No Federal Standard	
Hydrogen sulfide	1 hour	0.03 ppm	U		
Vinyl chloride	24 hour	0.01 ppm	No Information Available		

Abbreviations:

- A = Attainment
- N = Nonattainment
- U = Unclassified
- ppm = parts per million
- µg/m<sup>3</sup> = micrograms per cubic meter
- 30-day = 30-day average
- Quarter = Calendar quarter
- Mean = Annual Arithmetic Mean

Source: Bay Area Air Quality Management District, *Air Quality Standards and Attainment Status*, [http://hank.baaqmd.gov/pln/air\\_quality/ambient\\_air\\_quality.htm](http://hank.baaqmd.gov/pln/air_quality/ambient_air_quality.htm).

Table 3: Summary of Air Quality Data for Downtown San Jose

Pollutant	Standard	Days Exceeding Standard in:		
		2007	2008	2009
Ozone	State 1-Hour	0	1	0
Ozone	Federal 8-Hour	0	2	0
Ozone	State 8-Hour	0	3	0
Carbon Monoxide	State/Federal 8-Hour	0	0	0
Nitrogen Dioxide	State 1-Hour	0	0	0
PM <sub>10</sub>	Federal 24-Hour	0	0	0
PM <sub>10</sub>	State 24-Hour	3	1	0
PM <sub>2.5</sub>	Federal 24-Hour	9	5	0

Source: Air Resources Board, Aerometric Data Analysis and Management (ADAM), 2011. (<http://www.arb.ca.gov/adam/cgi-bin/adamtop/d2wstart>)

ambient air quality standards are met in the project area with the exception of ozone and PM<sub>2.5</sub>. State ambient standards are met with the exception of ozone and PM<sub>10</sub> / PM<sub>2.5</sub>.

### **Attainment Status and Regional Air Quality Plans**

The federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as "nonattainment areas". Because of the differences between the national and state standards, the designation of nonattainment areas is different under the federal and state legislation. The U. S. Environmental Protection Agency has classified the San Francisco Bay Area as a non-attainment area for the federal 8-hour ozone standard and PM<sub>2.5</sub> standards. The Bay Area was designated as unclassifiable/attainment for the federal PM<sub>10</sub> standard.

Under the California Clean Air Act Santa Clara County is a non-attainment area for ozone and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). The county is either attainment or unclassified for other pollutants.

### **Greenhouse Gases and Climate Change**

#### Definition of Greenhouse Gases

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG's has been implicated as a driving force for global climate change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and anthropogenic activities which alter the composition of the global atmosphere.

California State law defines greenhouse gases as:

- Carbon Dioxide (CO<sub>2</sub>)
- Methane (CH<sub>4</sub>)
- Nitrous Oxide (N<sub>2</sub>O)
- Hydrofluorocarbons
- Perfluorocarbons
- Sulfur Hexafluoride

According to the BAAQMD guidance, the most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide. The last 3 of the six identified GHGs are primarily emitted by industrial facilities. For this analysis, only carbon dioxide, methane and nitrous oxide emissions will be considered. These primary greenhouse gases are described below.

Carbon dioxide is primarily generated by fossil fuel combustion in stationary and mobile

sources. Due to the emergence of industrial facilities and mobile sources in the past 250 years, the concentration of carbon dioxide in the atmosphere has increased 35 percent. Carbon dioxide is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining GWPs for other GHGs.

Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. In the United States, the top three sources of methane are landfills, natural gas systems, and enteric fermentation. Methane is the primary component of natural gas, which is used for space and water heating, steam production, and power generation. The GWP of methane is 21.

Nitrous oxide is produced by both natural and human-related sources. Primary human-related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 310.

### Greenhouse Gas Effects

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming, although there is uncertainty concerning the magnitude and rate of the warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

### Federal Greenhouse Gas Regulations

In September 2009, EPA issued a final rule for mandatory reporting of GHGs from large GHG emissions sources in the United States. In general, this national reporting requirement will provide EPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons or more of CO<sub>2</sub> per year. An estimated 85% of the total U.S. GHG emissions, from approximately 10,000 facilities, is covered by this final rule.

In April 2009 EPA published their Proposed Endangerment and Cause or Contribute Findings for Greenhouse Gases under the CCA (Endangerment Finding) in the Federal Register. The Administrator proposed the finding that atmospheric concentrations of GHGs endanger the public health and welfare within the meaning of Section 202(a) of the CCA. The final finding was released on December 7, 2009. The findings do not in and of themselves impose any emission reduction requirements but rather allow EPA to finalize the GHG standards proposed earlier this year for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation.

### State Greenhouse Gas Regulations

*Assembly Bill 1493 (2002)*

AB 1493 required that ARB develop and adopt, by January 1, 2005, regulations that achieve “the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty trucks and other vehicles determined by ARB to be vehicles whose primary use is noncommercial personal transportation in the state.”

To meet the requirements of AB 1493, in 2004 ARB approved amendments to the California Code of Regulations (CCR) adding GHG emissions standards to California’s existing standards for motor vehicle emissions. These amendments require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes. In December 2004, a group of car dealerships, automobile manufacturers, and trade groups representing automobile manufacturers filed suit against ARB to prevent enforcement of AB 1493. On December 12, 2007, the Court found that if California receives appropriate authorization from EPA (the last remaining factor in enforcing the standard), these regulations would be consistent with and have the force of federal law, thus, rejecting the automakers’ claim. This authorization to implement more stringent standards in California was requested in 2005. Since that time, EPA failed to act on granting California authorization to implement the standards. California filed suit against EPA for the delay. In December 2007, EPA Administrator Stephen Johnson denied California’s request for the waiver to implement AB 1493. The state of California filed suit against EPA for its decision to deny the CAA waiver. The recent change in presidential administration directed EPA to reexamine its position for denial of California’s CAA waiver and for its past opposition to GHG emissions regulation. California received the waiver, notwithstanding the previous denial by EPA, on June 30, 2009.

#### *Assembly Bill 32 (2006), California Global Warming Solutions Act*

In September 2006, the governor of California signed AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires the reduction of statewide GHG emissions to 1990 levels by 2020. This equates to an approximate 15 percent reduction compared to existing statewide GHG emission levels or a 30 percent reduction from projected 2020 “business as usual” emission levels. The required reduction will be accomplished through an enforceable statewide cap on GHG emissions beginning in 2012.

AB 32 directs ARB to develop and implement regulations that reduce statewide GHG emissions generated by stationary sources. Specific actions required of ARB under AB 32 include adoption of a quantified cap on GHG emissions that represent 1990 emissions levels, institution of a schedule to meet the emissions cap, and development of tracking, reporting, and enforcement mechanisms to ensure that the state achieves the reductions in GHG emissions needed to meet the cap.

#### *AB 32 Climate Change Scoping Plan*

In December 2008, ARB adopted its *Climate Change Scoping Plan*, which contains the main strategies California will implement to achieve reduction of approximately 169 million metric tons (MMT) of CO<sub>2</sub>e, or approximately 30% from the state’s projected 2020 emission level of 596 MMT of CO<sub>2</sub>e under a business-as-usual scenario (this is a reduction of 42 MMT CO<sub>2</sub>e, or almost 10%, from 2002-2004 average emissions). The *Scoping Plan*

also includes ARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- improved emissions standards for light-duty vehicles
- the Low-Carbon Fuel Standard
- energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems , and
- a renewable portfolio standard for electricity production.

*Senate Bills 1078 and 107 and Executive Order S-14-08*

SB 1078 requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 changed the target date to 2010. In November 2008 Governor Schwarzenegger signed Executive Order S-14-08, which expands the state's Renewable Energy Standard to 33 percent renewable power by 2020.

*Senate Bill 1368 (2006)*

SB 1368 is the companion bill of AB 32 and was signed by Governor Schwarzenegger in September 2006. SB 1368 required the California Public Utilities Commission (PUC) to establish a greenhouse gas emission performance standard for baseload generation from investor owned utilities by February 1, 2007. The California Energy Commission (CEC) must establish a similar standard for local publicly owned utilities by June 30, 2007. These standards cannot exceed the greenhouse gas emission rate from a baseload combined-cycle natural gas fired plant. The legislation further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the PUC and CEC.

*Senate Bill 97 (2007)*

SB 97 acknowledges climate change is a prominent environmental issue that requires analysis under CEQA. This bill directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the California Resources Agency by July 1, 2009 guidelines for mitigating GHG emissions or the effects of GHG emissions, as required by CEQA. The California Resources Agency is required to certify and adopt these guidelines by January 1, 2010.

*Senate Bill 375 (2008)*

SB 375, signed in September 2008, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. As part of the alignment, SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) which prescribes land use allocation in that MPO's Regional Transportation Plan (RTP). The ARB, in consultation

with MPOs, is required to provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035.

#### *Executive Order S-3-05 (2005)*

Governor Schwarzenegger signed Executive Order S-3-05 on June 1, 2005 which proclaimed California is vulnerable to the impacts of climate change. The executive order declared increased temperatures could reduce snowpack in the Sierra Nevada Mountains, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the executive order established targets for total GHG emissions which include reducing GHG emissions to the 2000 level by 2010, to the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

The executive order also directed the secretary of the California Environmental Protection Agency to coordinate a multiagency effort to reduce GHG emissions to the target levels. To comply with the executive order, the Secretary of the California Environmental Protection Agency created the California Climate Action Team which is made up of members from various state agencies and commissions. The California Climate Action Team released its first report in March 2006 of which proposed achieving the GHG emissions targets by building on voluntary actions of California businesses and actions by local governments and communities along with continued implementation of state incentive and regulatory programs.

#### *Executive Order S-13-08*

Governor Schwarzenegger signed Executive Order S-13-08 on November 14, 2008 which directs California to develop methods for adapting to climate change through preparation of a statewide plan. The assessment report is required to be completed by December 1, 2010 and required to include the following four items:

- Project the relative sea level rise specific to California by taking into account issues such as coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge, and land subsidence rates;
- Identify the range of uncertainty in selected sea level rise projections;
- Synthesize existing information on projected sea level rise impacts to state infrastructure (e.g., roads, public facilities, beaches), natural areas, and coastal and marine ecosystems; and
- Discuss future research needs relating to sea level rise in California.

#### *Executive Order S-1-07*

Governor Schwarzenegger signed Executive Order S-1-07 in 2007 which proclaimed the transportation sector as the main source of GHG emissions in California. The executive order proclaims the transportation sector accounts for over 40 percent of statewide GHG

emissions. The executive order also establishes a goal to reduce the carbon intensity of transportation fuels sold in California by a minimum of 10 percent by 2020.

### Local Greenhouse Gas Regulations

The Bay Area Air Quality Management District has established a climate protection program to reduce pollutants that contribute to global climate change and affect air quality in the Bay Area. The climate protection program includes measures that promote energy efficiency, reduce vehicle miles traveled, and develop alternative sources of energy all of which assist in reducing emissions of GHG and in reducing air pollutants that affect the health of residents. BAAQMD also seeks to support current climate protection programs in the region and to stimulate additional efforts through public education and outreach, technical assistance to local governments and other interested parties, and promotion of collaborative efforts among stakeholders.

In 2007 the City of San Jose adopted San Jose's Green Vision, establishing 10 goals for the City that serve as a roadmap for reducing the carbon footprint of the City of San Jose by more than half. In April 2008, the City adopted recommendations from the Santa Clara County Cities Association to recognize Build It Green's (BIG) GreenPoint Rated (GPR) and the USGBC's LEED green building rating systems as reference standards for new residential and non-residential construction, and to incorporate the use of a green building checklist for planning applications.

### Sources of Greenhouse Gas Emissions

Anthropogenic GHG emissions worldwide as of 2005 totaled approximately 30,800 CO<sub>2</sub> equivalent million metric tons (MMT<sub>CO<sub>2</sub>E</sub>).<sup>2</sup> The United States was the top producer of greenhouse gas emissions as of 2005. The primary greenhouse gas emitted by human activities in the United States was CO<sub>2</sub>, representing approximately 84 percent of total greenhouse gas emissions. Carbon dioxide from fossil fuel combustion, the largest source of US greenhouse gas emissions, accounted for approximately 80 percent of US GHG emissions.<sup>3</sup>

The primary contributors to GHG emissions in California are transportation, electric power production from both in state and out-of-state sources, industry, agriculture and forestry, and other sources, which include commercial and residential activities. These primary contributors to California's GHG emissions and their relative contributions are presented in Table 4.

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<sup>2</sup>The CO<sub>2</sub> equivalent emissions are commonly expressed as "million metric tons of carbon dioxide equivalent (MMT<sub>CO<sub>2</sub>E</sub>)".

<sup>3</sup> US Environmental Protection Agency, *Inventory of US Greenhouse Gas Emissions and Sinks 1990-2006*, 2008.

Table 4: GHG Sources In California, 2004

<b>Source Category</b>	<b>Annual GHG Emissions (MMT<sub>CO<sub>2</sub>E</sub>)</b>	<b>Percent of Total</b>
Agriculture	27.9	5.8
Commercial Uses	12.8	2.6
Electricity Generation	119.8	24.7
Forestry (Excluding sinks) <sup>1</sup>	0.2	0.0
Industrial Uses	96.2	19.9
Residential Uses	29.1	6.0
Transportation	182.4	37.7
Other	16.0	3.3
<b>Totals</b>	<b>484.4</b>	<b>100.0</b>

<sup>1</sup> Emissions are for the forestry industry. Forests themselves are a sink for carbon dioxide, as photosynthesis removes carbon dioxide from the atmosphere.

Source: California Air Resources Board, *California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit*, 2007.

## **Sensitive Receptors**

The Bay Area Air Quality Management District defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include residences, schools, playgrounds, child care centers, retirement homes, convalescent homes, hospitals and medical clinics.

The project site is bounded by commercial land uses on the west, the SR 85 freeway on the south and percolation ponds on the east. The closest sensitive receptors are residences located north of the project site on the far side of the Guadalupe River corridor.

## **Significance Criteria**

### Air Quality

California Environmental Quality Act (CEQA) guidelines provide that a project would have a significant air quality impact if it would:

- Conflict with or obstruct implementation of the applicable air quality plan,
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation,
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative threshold for ozone precursors),
- Expose sensitive receptors to substantial pollutant concentrations, or
- Create objectionable odors affecting a substantial number of people.

The document *CEQA Air Quality Guidelines*<sup>4</sup> provide refinements to the definition of a significant air quality impact. BAAQMD significance thresholds are summarized in Table 5. It is the Air District's policy that the adopted thresholds apply to projects for which a Notice of Preparation is published, or environmental analysis begins, on or after the applicable effective date. The adopted CEQA thresholds – *except for the risk and hazards thresholds for new receptors* – were effective June 2, 2010. The risk and hazards thresholds for new receptors are to be effective May 1, 2011. The risk and hazards thresholds would not apply to the proposed project, and are not discussed further in this analysis.

According to BAAQMD guidance, construction dust impacts are determined by whether Best Management Practices are to be utilized.

### Greenhouse Gases

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<sup>4</sup> Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, June 2010.

Table 5: BAAQMD Project-Level Air Quality Thresholds of Significance

Pollutant	Construction-Related	Operational-Related	
		Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tons/year)
Criteria Air Pollutants and Precursors (Regional)	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO <sub>x</sub>	54	54	10
PM <sub>10</sub> (Exhaust)	82	82	15
PM <sub>2.5</sub> (Exhaust)	54	54	10
PM <sub>10</sub> /PM <sub>2.5</sub> (Fugitive Dust)	Best Management Practices	None	
Local CO	None	9.0 ppm (8-hour average), 20.0 ppm (1-hour average)	
Risks and Hazards (Individual Projects)*	Same as Operational Thresholds	Compliance with a Qualified Community Risk Reduction Plan OR Increased cancer risk of >10.0 in a million OR Increased non-cancer risk of >1.0 Hazard Index (Chronic or Acute) Ambient PM <sub>2.5</sub> increase > 0.3 µg/m <sup>3</sup> annual average	
Risks and Hazards (Cumulative Threshold)*	Same as Operational Thresholds	Compliance with a Qualified Community Risk Reduction Plan OR Cancer: > 100 in a million (from all local sources) Non-cancer: >10.0 Hazard Index )from all local sources) PM <sub>2.5</sub> > 0.8 µg/m <sup>3</sup> annual average (from all local sources)	
Accidental Release of Acutely Hazardous Air Pollutants	None	Storage or use of acutely hazardous materials locating near receptors or new receptors locating near stored or used acutely hazardous materials considered significant	
Odors	None	5 confirmed complaints per year averaged over 3 years	
<p>Notes: CO = carbon monoxide; CO<sub>2e</sub> = carbon dioxide equivalent; lb/day = pounds per day; NO<sub>x</sub> = oxides of nitrogen; PM<sub>2.5</sub>= fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM<sub>10</sub> = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ppm = parts per million; ROG = reactive organic gases.</p> <p>* Thresholds for new receptors are effective May 1, 2011.</p>			

California Environmental Quality Act (CEQA) guidelines provide that a project would have a significant GHG impact if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

The BAAQMD significance threshold for GHG emissions is that a development project, other than a stationary source, would have significant cumulative impact unless:

- The project can be shown to be in compliance with a qualified Climate Action Plan; or
- Project emissions of CO<sub>2</sub> equivalent GHGs (CO<sub>2</sub>e) are less than 1,100 metric tons per year; or
- Project emissions of CO<sub>2</sub> equivalent GHGs are less than 4.6 metric tons per year per service population (residents plus employees).

## IMPACTS AND MITIGATION

### 1. Air Quality

*Would the project:*

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

The San Francisco Bay Area Air Basin is currently non-attainment for ozone (state and federal ambient standards) and particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>) (state ambient standard). While an air quality plan exists for ozone, none currently exists for particulate matter. The *Bay Area 2010 Clean Air Plan*<sup>5</sup> is the current ozone air quality plan.

A project would be judged to conflict with or obstruct implementation of the regional air quality plan if it would be inconsistent with the growth assumptions, in terms of population, employment or regional growth in Vehicle Miles Traveled. This could occur if a project required a general plan amendment and the proposed new zoning would result in greater vehicle traffic than would occur with the current zoning. The project does not change land use designation. Therefore, it could not conflict with or obstruct implementation of plan.

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Development projects in the Bay Area are most likely to violate an air quality standard or contribute substantially to an existing or projected air quality violation through generation of vehicle trips. New vehicle trips add to carbon monoxide concentrations near streets providing access to the site. Carbon monoxide is an odorless, colorless poisonous gas whose primary source in the Bay Area is automobiles. Concentrations of this gas are highest near intersections of major roads.

The BAAQMD has developed a preliminary screening methodology that provides a conservative indication of whether the implementation of a proposed project would result in CO emissions that exceed the CO thresholds of significance. For a development proposal, a proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria are met:

- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway)

The project would not increase traffic volumes at affected intersections to more than

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<sup>5</sup> Bay Area Air Quality Management District et al., *Bay Area 2010 Clean Air Plan*, September 15, 2010.

44,000 vehicles per hour, and would not affect any intersections where vertical and/or horizontal mixing is substantially limited. Based on the BAAQMD criteria, the proposed project would have a less-than-significant impact on carbon monoxide concentrations

*c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

### Construction

Construction activities would include site excavation and grading as well as general construction. Heavy duty construction equipment, construction-related on-road trucks, and worker vehicles would also result in exhaust emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> during construction of the proposed project. Exhaust emissions would vary depending on the number and type of construction equipment used, number of truck trips to the site, and number of workers present.

The URBEMIS2007 model was used to quantify construction emissions. Construction related emissions for the proposed project are presented in Table 6. The estimated emissions consider the following basic construction phases: excavation/grading, paving, building construction, and application of architectural coatings. To be consistent with the BAAQMD thresholds of significance, a weighted-average emission, in pounds per day, was calculated using the URBEMIS2007 output. Model output is included in the Appendix.

The average emissions shown in Table 6 are below the BAAQMD thresholds of significance. This would be a less-than-significant impact.

### Operation

Additional trips to and from the project and area sources associated with project land uses would result in new air pollutant emissions within the air basin. Regional emissions associated with the project have been calculated using the URBEMIS-2007 emission model. Model output is included in the Appendix.

The incremental daily emission increase and annual emissions associated with project build out are identified in Table 7 for ROG, NO<sub>x</sub> (two precursors of ozone), PM<sub>10</sub> and PM<sub>2.5</sub>. Also shown are the BAAQMD daily and annual thresholds of significance. Project emissions shown in Table 7 would exceed the BAAQMD thresholds of significance for ROG, NO<sub>x</sub> and PM<sub>10</sub>, so the proposed project would have a significant effect on regional air quality.

Table 7 also shows emissions for a 350,000 sq. ft. retail center, which was the project description with the highest trip generation in the 1998 EIR. Emissions are proportionally less, but would still exceed the BAAQMD thresholds of significance for ROG, NO<sub>x</sub> and PM<sub>10</sub>.

Table 6: Average Daily Construction Emissions in Pounds Per Day

	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub> (Exhaust)</b>	<b>PM<sub>2.5</sub> (Exhaust)</b>
Construction Emissions	20.84	21.91	1.35	1.24
<b>BAAQMD Threshold of Significance</b>	<b>54.00</b>	<b>54.00</b>	<b>82.00</b>	<b>54.00</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
ROG = Reactive Organic Gases NO <sub>x</sub> = Nitrogen Oxides PM <sub>10</sub> = Particulate Matter, 10 micron PM <sub>2.5</sub> = Particulate Matter, 2.5 micron				

Table 7: Average Daily and Annual Operational Emissions

	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>Average Daily Emission (Pounds/Day)</b>				
Project Emissions	101.09	125.60	162.05	30.81
1998 Project Emissions	88.46	109.89	141.81	26.95
<b>BAAQMD Threshold of Significance</b>	<b>54.00</b>	<b>54.00</b>	<b>82.00</b>	<b>54.00</b>
<b>Significant?</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>
<b>Annual Emissions (Tons/Year)</b>				
Project Emissions	16.19	17.97	29.57	5.62
1998 Project Emissions	14.16	15.72	25.88	4.92
<b>BAAQMD Threshold of Significance</b>	<b>10.0</b>	<b>10.0</b>	<b>15.0</b>	<b>10.0</b>
<b>Significant?</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>
ROG = Reactive Organic Gases NO <sub>x</sub> = Nitrogen Oxides PM <sub>10</sub> = Particulate Matter, 10 micron PM <sub>2.5</sub> = Particulate Matter, 2.5 micron				

**Mitigation Measure:** Consistent with guidance from the BAAQMD the applicant shall prepare an Air Quality Mitigation Plan to reduce the impact to the highest degree feasible. The plan shall be reviewed and approved by the Planning Department to ensure proper incorporation of mitigation measures. The Plan would consider, as a minimum, all mitigation measures for criteria pollutants identified in Chapter 4 of the BAAQMD's *CEQA Air Quality Guidelines*.

The above mitigation measure has the potential to reduce project emissions of criteria pollutants by perhaps 15-25%. There are currently no feasible means of reducing project emissions by the 57% that would be needed to reduce all emissions to below the BAAQMD thresholds of significance. The project's impact on new emissions within the air basin would be significant and unavoidable.

*d) Expose sensitive receptors to substantial pollutant concentrations?*

Activities associated with site preparation, and construction would generate short-term emissions of fugitive dust. The effects of construction activities would be increased dustfall and locally elevated levels of PM<sub>10</sub> and PM<sub>2.5</sub> downwind of construction activity. Construction dust has the potential for creating a nuisance at nearby properties. This is considered a potentially significant impact.

**Mitigation Measure:** The BAAQMD threshold of significance for construction dust impacts is whether Best Management Practices (BMPs) are to be utilized. Consistent with guidance from the BAAQMD, the following Best Management Practices shall be required of construction contracts and specifications for all construction:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

The above measures include all basic BMPs identified by the Bay Area Air Quality Management District. According to the District threshold of significance for construction impacts, implementation of the measures would reduce construction dust impacts of the project to a less-than-significant level.

### Operation

The project site plan shows a gasoline fueling facility at the southeast corner of Almaden Expressway and Chynoweth Avenue. Gasoline fueling facilities are a source of gasoline vapors that would include Toxic Air Contaminants (TACs), primarily benzene. Gasoline vapors are released during the filling of both the stationary underground storage tanks and the transfer from those underground tanks to individual vehicles.

Small amounts of gasoline vapor (a reactive organic gas) escape to the atmosphere at filling stations due to loading losses, breathing losses, refueling losses and spillage. The BAAQMD has stringent requirements for the control of gasoline vapor emissions from gasoline dispensing facilities that require all new facilities to install and maintain CARB Certified Vapor Recovery Systems. Primary applicable BAAQMD regulations are Regulation 8, Rule 7, "Gasoline Dispensing Facilities" and Regulation 2, Rule 2, New Source Review." As a source of TACs, a gasoline filling station is subject to the BAAQMD's toxic risk screening and risk management procedures.

The CARB has developed recommended setbacks between new sensitive receptors and various TAC sources.<sup>6</sup> While the project does not result in the creation of new sensitive receptors, the CARB recommendation have been used to evaluate project impacts on existing sensitive receptors. The recommended setback for new sensitive receptors from a typical gas station is 50 feet. For large gas stations (defined as a facility with a throughput of 3.6 million gallons per year) the recommended setback is 300 feet. The closest sensitive receptors to the new gasoline station site are more than 475 feet away from the gasoline station, well over the recommended setback for even a large gas station. TAC exposures to sensitive receptors would therefore be less-than-significant.

#### *e) Create objectionable odors affecting a substantial number or people?*

The BAAQMD had developed a table of odor screening distances recommended by BAAQMD for a variety of land uses. Projects that would site a new odor source or a new receptor farther than the applicable screening distances from an existing receptor or odor source, respectively, would not likely result in a significant odor impact. The land uses in

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<sup>6</sup> California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005

the odor screening table include manufacturing plants sanitary landfills, industrial operations, wastewater treatment plants and solid waste transfer stations. The proposed project would not contain any of the odor sources cited by the BAAQMD. Project impacts on odor would be less-than-significant.

## 2. Global Warming Gases

*Would the project:*

*e) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or*

*f) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

The project's incremental increase in GHG emissions associated with traffic increases, and direct and indirect energy use would contribute to regional and global increases in GHG emissions and associated climate change effects. Table 8 shows estimated GHG emissions for the project calculated using the BAAQMD's BGM Model. The methodology and assumptions used in calculating GHG emissions are described in the Appendix.

The City of San Jose does not currently have a qualified Climate Action Plan, so the significance of the project's GHG emission is based on the following two performance standards, the project would not have a significant GHG emission if:

1. Project emissions of CO<sub>2</sub> equivalent GHGs (CO<sub>2</sub>e) are less than 1,100 metric tons per year; or
2. Project emissions of CO<sub>2</sub> equivalent GHGs are less than 4.6 metric tons per year per service population (residents plus employees).

Project annual emissions shown in Table 8 would exceed the 1100 metric ton per year performance standard by a substantial amount for both the current project and 1998 project.

Based on an average 900 sq. ft. per employee for retail and service uses, the annual emission per service population were calculated and are shown in Table 8 for the current project and 1998 project.<sup>7</sup> Emission per service population exceeds the BAAQMD performance standard by a substantial amount.

Since project GHG emissions exceed the two above performance standards, the project it would be considered to contribute substantially to a cumulative impact on climate change.

GHG emissions estimates in Table 8 do not reflect recent changes to building codes. The California Building Standards Commission (CBSC) recently adopted statewide green building standards-the first statewide green building standards in the nation. Known as

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<sup>7</sup> [http://www.eia.doe.gov/emeu/consumptionbriefs/cbecs/pbaweb/site/office/office\\_howmanyempl.htm](http://www.eia.doe.gov/emeu/consumptionbriefs/cbecs/pbaweb/site/office/office_howmanyempl.htm)

Table 8: Project Greenhouse Gas Estimates in Metric Tons Per Year.

	Annual Emission in Metric Tons CO <sub>2</sub> -eq.	
	Project	1998 Project
Transportation	14,289.42	12,503.24
Area Sources	0.23	0.23
Electrical Usage	1,874.38	1,640.08
Natural Gas Combustion	63.85	55.87
Water and Wastewater Treatment	23.86	20.87
Solid Waste	556.10	486.59
<b>Annual Emissions (Metric Tons/Year)</b>	<b>16,807.84</b>	<b>14,506.88</b>
<b>Annual Emissions Per Service Population (Metric Tons/Year)</b>	<b>37.85</b>	<b>37.81</b>

CALGREEN, the 2010 Green Building Standards Code requires:

- 20 percent mandatory reduction in indoor water use, with voluntary goal standards for 30, 35 and 40 percent reductions;
- Separate water meters for nonresidential buildings' indoor and outdoor water use, with a requirement for moisture-sensing irrigation systems for larger landscape projects;
- Diversion of 50 percent of construction waste from landfills, increasing voluntarily to 65 and 75 percent for new homes and 80 percent for commercial projects;
- Mandatory inspections of energy systems (i.e. heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet;
- Low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring and particle board.

The above statewide programs would be expected to reduce non-transportation GHG emissions from the project by from 15 to 30%. Such a reduction would not reduce project emissions to below the BAAQMD thresholds of significance.

**Mitigation Measure:** Consistent with guidance from the BAAQMD the applicant shall prepare a Greenhouse Gas Mitigation Plan to reduce the impact to the highest degree feasible. The plan shall be reviewed and approved by the Planning Department to ensure proper incorporation of mitigation measures. The Plan would consider, as a minimum, all mitigation measures for GHGs identified in Chapter 4 of the BAAQMD's *CEQA Air Quality Guidelines*.

The above mitigation measure has the potential to reduce project emissions of GHGs pollutants by a substantial amount, but there are currently no feasible means of reducing project emissions by the 88% that would be needed to reduce emissions to below the BAAQMD thresholds of significance. The project's impact on GHG emissions would cumulatively significant.

## APPENDIX

### URBEMIS 2007 PROGRAM

Estimates of construction phase emissions and operational emissions generated by project traffic and area sources were made using a program called URBEMIS-2007 (Version 9.2.4). URBEMIS-2007 is a program that estimates the emissions that result from development projects. Land use projects can include residential uses such as single-family dwelling units, apartments and condominiums, and nonresidential uses such as shopping centers, office buildings, and industrial facilities. URBEMIS-2007 contains default values for much of the information needed to calculate emissions. However, project-specific, user-supplied information can also be used when it is available.

#### Construction Emissions

The URBEMIS-2007 program (Version 9.2.4) was used to calculate construction emissions. The project would result in the construction of 400,000 sq. ft. of retail buildings over an assumed 2 year period. Since no specific construction details were available, the analysis used URBEMIS-2007 default estimates for the phasing of construction activities, equipment usage and construction travel.

#### On-Road Vehicular Emissions

Inputs to the URBEMIS-2007 program include trip generation rates, vehicle mix, average trip length by trip type and average speed. Default trip lengths and average trip speeds for Santa Clara County were used. The analysis was carried out assuming a 2013 vehicle mix.

#### Area Source Emissions

Area source emissions were also quantified using the URBEMIS-2007 program. The URBEMIS-2007 estimated emissions from the following sources associated with retail uses:

- Natural Gas Combustion
- Landscaping Emissions
- Architectural Coatings

Natural gas emissions result from the combustion of natural gas for space heating and water heating. Estimates are based on the size of project.

URBEMIS-2007 calculates emissions from fuel combustion and evaporation of unburned fuel by landscape maintenance equipment. Equipment in this category includes lawn mowers, roto-tillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used in maintenance of the site.

Architectural coating emissions result from the evaporation of solvents contained in paints, varnished, primers and other surface coatings associated with maintenance of structures. This category of emission is associated with operation of project land uses rather than with initial construction of the project. The default assumption is that 10% of structures will be painted each year. The URBEMIS 2007 program utilizes VOC (volatile organic compounds) content limits as they have been specified by each air district.

The URBEMIS-2007 program was used to quantify emissions separately for summer, winter and on an annual basis. As wintertime emissions were greater, these were used. The program output is attached.

## **GREEN HOUSE GAS EMISSIONS METHODOLOGY**

Greenhouse gas emissions were estimated using the BGM Model developed by the Bay Area Air Quality Management District.<sup>8</sup> The Bay Area Air Quality Management District's (BAAQMD's) Greenhouse Gas Model (BGM) is an Excel spreadsheet program that allows users to estimate operational greenhouse gas (GHG) emissions from land development projects. BGM reads URBEMIS2007 project files to generate a portion of a project's GHG emission estimates.

The summary output of the BGM model is attached.

### Transportation

BGM imports transportation emissions in tons of CO<sub>2</sub> per year as estimated by URBEMIS. BGM first converts the URBEMIS value to metric tons CO<sub>2</sub> per year by multiplying by 2000 lbs/ton / 2204 lbs/metric ton, and then BGM adjusts transportation emissions to account for the Pavley regulations.

After the Pavley calculations have been made, BGM converts CO<sub>2</sub> emissions into CO<sub>2</sub>e emissions to account for the U.S. EPA finding that GHG emissions from other pollutants – CH<sub>4</sub>, N<sub>2</sub>O, and refrigerants from leaking air conditions – account for 5% of total GHGs from vehicles, after each pollutant's global warming potential has been taken into account.<sup>9</sup> Finally, BGM adjusts transportation emissions to account for the Low Carbon Fuels Rule (LCFR).

### Area Sources

Area source emissions use as a starting point the area source emissions for hearths and landscape maintenance equipment as calculated by URBEMIS2007, version 9.2.4. The hearth and landscape maintenance CO<sub>2</sub> emissions (English tons per year) are imported from URBEMIS into BGM and converted to metric tons. The consumer product and

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<sup>8</sup> Bay Area Air Quality Management District, *Draft Bay Area Air Quality Management District Greenhouse Gas Model User's Manual*, April 29, 2010.

<sup>9</sup> U.S. EPA, *Emission Facts: Greenhouse Gas Emissions from a Typical Passenger Vehicle*, 2005.

architectural coatings categories in URBEMIS do not include any GHG emissions and, consequently, are not imported into BGM. Although the area source component of URBEMIS estimates natural gas-related CO<sub>2</sub> emissions, those emissions are not imported into BGM. Instead, natural gas related- CO<sub>2</sub> emissions are calculated as part of Electricity and Natural Gas emissions as explained in the following section.

### Electricity and Natural Gas

BGM imports project specific information directly from URBEMIS, specifically the size of each land use: number of single family and multi-family units and the square footage of non-residential land uses. Residential rates are taken from the California Residential Appliance Saturation Study, published by the California Energy Commission. The survey contains natural gas (and electricity) consumption data by major utility and climate zone, and by type of residence.

The BGM model uses emissions factors that are applicable to projects in the Bay Area. Usage rates for natural gas and electricity were used for the appropriate climate zone.

Once electricity and natural gas use has been estimated, BGM estimates GHG emissions using CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O emission factors. BGM uses California electricity and natural gas GHG emission factors as reported in the California Climate Action Registry's General Reporting Protocol, version 3.1.<sup>10</sup> The resulting emissions are then converted to CO<sub>2</sub>e.

### Water Usage

Total water usage was estimated by BGM for the appropriate Climate Zone. BGM estimates the electricity demand associated with that use. The emission rates applied to water use are based on a report prepared for the California Energy Commission.<sup>11</sup> Sources considered include water conveyance, water treatment, water distribution and wastewater treatment. Once electricity use associated with these sources are estimated, BGM estimates the GHGs associated with that electricity use using the same GHG emission factors as described in the Electricity and Natural Gas discussion.

### Solid Waste

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<sup>10</sup> California Climate Action Registry, *General Reporting Protocol, Version 3.1*, January 2009.

<sup>11</sup> Navigant Consulting, *Refining Estimates of Water-Related Energy Use in California*, prepared for the California Energy Commission, CEC-500-2006-116, 2006.

BGM estimates the amount of solid waste that the using the land use types and sizes or a project as imported from URBEMIS. BGM includes information on the tons of solid waste generated per square foot of non-residential land use.

The solid waste GHG emissions include two components: truck hauling emissions and emissions resulting from the decomposition of solid waste.

BGM uses a project's solid waste generation to estimate the amount of truck hauling needed to dispose of this waste in a landfill. BGM estimates the amount of truck hauling (VMT) required based on the amount of waste generated per year, an average round trip haul distance, and an average truck hauling capacity. VMT estimates are multiplied by EMFAC2007 emission rates for heavy heavy-duty trucks for trucks traveling at an average speed of 35 mph.

BGM uses the U.S. EPA WARM Model emission rates for mixed solid waste decomposition. Those rates equal 3.1 metric tons of CO<sub>2</sub>e per short ton of solid waste that is landfilled, assuming no recovery, 0.64 tons CO<sub>2</sub>e per short ton, assuming landfilled waste with flaring, and 0.3 tons CO<sub>2</sub>e per short ton, assuming landfilled waste with energy recovery.<sup>12</sup> Since methane is captured at Bay Area landfills and used to generate electricity, the 0.3 tons CO<sub>2</sub>e per short ton was utilized.

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<sup>12</sup> U.S. Environmental Protection Agency, Waste Reduction Model (WARM), 2009. Available at: [http://www.epa.gov/climatechange/wycd/waste/calculators/Warm\\_Form.html](http://www.epa.gov/climatechange/wycd/waste/calculators/Warm_Form.html)

Combined Annual Emissions Reports (Tons/Year)

File Name:

Project Name: Almaden Arcadia Retail Center

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
2011 TOTALS (tons/year unmitigated)	0.38	2.15	2.71	0.00	6.32	0.13	6.45	1.32	0.12	1.44	350.65
2011 TOTALS (tons/year mitigated)	0.38	2.06	2.71	0.00	0.45	0.13	0.57	0.09	0.12	0.21	350.65
Percent Reduction	0.00	4.42	0.00	0.00	92.92	4.63	91.12	92.84	4.65	85.46	0.00
2012 TOTALS (tons/year unmitigated)	0.56	2.59	5.27	0.00	0.02	0.16	0.18	0.01	0.15	0.16	652.51
2012 TOTALS (tons/year mitigated)	0.56	2.48	5.27	0.00	0.02	0.16	0.17	0.01	0.14	0.15	652.51
Percent Reduction	0.00	4.00	0.00	0.00	0.00	4.35	3.88	0.00	4.38	4.18	0.00
2013 TOTALS (tons/year unmitigated)	4.50	1.01	2.12	0.00	0.01	0.06	0.07	0.00	0.06	0.06	277.69
2013 TOTALS (tons/year mitigated)	4.50	0.97	2.12	0.00	0.01	0.06	0.07	0.00	0.05	0.06	277.69
Percent Reduction	0.00	4.03	0.00	0.00	0.00	4.32	3.79	0.00	4.35	4.13	0.00

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AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.49	0.71	0.73	0.00	0.00	0.00	847.05

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	15.70	17.26	167.48	0.16	29.57	5.62	15,761.19

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	16.19	17.97	168.21	0.16	29.57	5.62	16,608.24

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
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2011	0.38	2.15	2.71	0.00	6.32	0.13	6.45	1.32	0.12	1.44	350.65
Fine Grading 06/01/2011-08/20/2011	0.11	0.92	0.53	0.00	6.31	0.05	6.36	1.32	0.05	1.36	90.91
Fine Grading Dust	0.00	0.00	0.00	0.00	6.31	0.00	6.31	1.32	0.00	1.32	0.00
Fine Grading Off Road Diesel	0.11	0.92	0.49	0.00	0.00	0.05	0.05	0.00	0.04	0.04	87.22
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.69
Asphalt 08/20/2011-09/21/2011	0.05	0.23	0.14	0.00	0.00	0.02	0.02	0.00	0.02	0.02	22.32
Paving Off-Gas	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.03	0.19	0.11	0.00	0.00	0.02	0.02	0.00	0.02	0.02	14.63
Paving On Road Diesel	0.00	0.04	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.22
Paving Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.46
Building 08/20/2011-05/31/2013	0.22	1.01	2.04	0.00	0.01	0.06	0.07	0.00	0.06	0.06	237.43
Building Off Road Diesel	0.17	0.80	0.54	0.00	0.00	0.06	0.06	0.00	0.05	0.05	82.95
Building Vendor Trips	0.01	0.13	0.12	0.00	0.00	0.00	0.01	0.00	0.00	0.00	30.67
Building Worker Trips	0.05	0.08	1.39	0.00	0.01	0.00	0.01	0.00	0.00	0.00	123.80
2012	0.56	2.59	5.27	0.00	0.02	0.16	0.18	0.01	0.15	0.16	652.51
Building 08/20/2011-05/31/2013	0.56	2.59	5.27	0.00	0.02	0.16	0.18	0.01	0.15	0.16	652.51
Building Off Road Diesel	0.42	2.07	1.44	0.00	0.00	0.14	0.14	0.00	0.13	0.13	227.90
Building Vendor Trips	0.03	0.32	0.30	0.00	0.00	0.01	0.02	0.00	0.01	0.01	84.27
Building Worker Trips	0.11	0.20	3.54	0.00	0.02	0.01	0.03	0.01	0.01	0.01	340.34

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2013	4.50	1.01	2.12	0.00	0.01	0.06	0.07	0.00	0.06	0.06	0.06	277.69
Building 08/20/2011-05/31/2013	0.22	1.00	2.07	0.00	0.01	0.06	0.07	0.00	0.06	0.06	0.06	272.60
Building Off Road Diesel	0.16	0.81	0.58	0.00	0.00	0.05	0.05	0.00	0.05	0.05	0.05	95.17
Building Vendor Trips	0.01	0.12	0.12	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	35.20
Building Worker Trips	0.04	0.07	1.37	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.01	142.22
Coating 03/27/2013-05/31/2013	4.29	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.10
Architectural Coating	4.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.10

Phase Assumptions

- Phase: Fine Grading 6/1/2011 - 8/20/2011 - Grading
- Total Acres Disturbed: 43.5
- Maximum Daily Acreage Disturbed: 10.88
- Fugitive Dust Level of Detail: Default
- 20 lbs per acre-day
- On Road Truck Travel (VMT): 0
- Off-Road Equipment:
  - 1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day
  - 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day
  - 2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
  - 1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day
- Phase: Paving 8/20/2011 - 9/21/2011 - Paving
- Acres to be Paved: 10.88
- Off-Road Equipment:
  - 1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day
  - 2 Paving Equipment (104 hp) operating at a 0.53 load factor for 6 hours per day
  - 2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

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Phase: Building Construction 8/20/2011 - 5/31/2013 - Building Construction

Off-Road Equipment:

- 1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day
- 2 Forklifts (145 hp) operating at a 0.3 load factor for 7 hours per day
- 1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day
- 3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 3/27/2013 - 5/31/2013 - Architectural Coating

- Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
- Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
- Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
- Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

ROG	NOx	CO	SO2	PM10_Dust	PM10_Exthaust	PM10	PM2.5_Dust	PM2.5_Exthaust	PM2.5	CO2
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2011	0.38	2.06	2.71	0.00	0.45	0.13	0.57	0.09	0.12	0.21	350.65
Fine Grading 06/01/2011-08/20/2011	0.11	0.87	0.53	0.00	0.44	0.05	0.49	0.09	0.04	0.13	90.91
Fine Grading Dust	0.00	0.00	0.00	0.00	0.44	0.00	0.44	0.09	0.00	0.09	0.00
Fine Grading Off Road Diesel	0.11	0.87	0.49	0.00	0.00	0.05	0.05	0.00	0.04	0.04	87.22
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.69
Asphalt 08/20/2011-09/21/2011	0.05	0.22	0.14	0.00	0.00	0.02	0.02	0.00	0.02	0.02	22.32
Paving Off-Gas	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.03	0.18	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	14.63
Paving On Road Diesel	0.00	0.04	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.22
Paving Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.46
Building 08/20/2011-05/31/2013	0.22	0.97	2.04	0.00	0.01	0.06	0.07	0.00	0.06	0.06	237.43
Building Off Road Diesel	0.17	0.76	0.54	0.00	0.00	0.05	0.05	0.00	0.05	0.05	82.95
Building Vendor Trips	0.01	0.13	0.12	0.00	0.00	0.00	0.01	0.00	0.00	0.00	30.67
Building Worker Trips	0.05	0.08	1.39	0.00	0.01	0.00	0.01	0.00	0.00	0.00	123.80
2012	0.56	2.48	5.27	0.00	0.02	0.16	0.17	0.01	0.14	0.15	652.51
Building 08/20/2011-05/31/2013	0.56	2.48	5.27	0.00	0.02	0.16	0.17	0.01	0.14	0.15	652.51
Building Off Road Diesel	0.42	1.97	1.44	0.00	0.00	0.13	0.13	0.00	0.12	0.12	227.90
Building Vendor Trips	0.03	0.32	0.30	0.00	0.00	0.01	0.02	0.00	0.01	0.01	84.27
Building Worker Trips	0.11	0.20	3.54	0.00	0.02	0.01	0.03	0.01	0.01	0.01	340.34

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2013	4.50	0.97	2.12	0.00	0.01	0.06	0.07	0.00	0.05	0.06	0.06	277.69
Building 08/20/2011-05/31/2013	0.22	0.96	2.07	0.00	0.01	0.06	0.07	0.00	0.05	0.06	0.06	272.60
Building Off Road Diesel	0.16	0.77	0.58	0.00	0.00	0.05	0.05	0.00	0.05	0.05	0.05	95.17
Building Vendor Trips	0.01	0.12	0.12	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	35.20
Building Worker Trips	0.04	0.07	1.37	0.00	0.01	0.00	0.01	0.00	0.00	0.01	0.01	142.22
Coating 03/27/2013-05/31/2013	4.29	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.10
Architectural Coating	4.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.10

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 6/1/2011 - 8/20/2011 - Grading

For Soil Stabilizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:  
 PM10: 84% PM25: 84%

For Soil Stabilizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:  
 PM10: 5% PM25: 5%

For Soil Stabilizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:  
 PM10: 55% PM25: 55%

For Soil Stabilizing Measures, the Equipment loading/unloading mitigation reduces emissions by:  
 PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:  
 PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:  
 PM10: 55% PM25: 55%

For Graders, the Use Aqueous Diesel Fuel mitigation reduces emissions by:  
 NOX: 5% PM10: 5% PM25: 5%

For Rubber Tired Dozers, the Use Aqueous Diesel Fuel mitigation reduces emissions by:  
 NOX: 5% PM10: 5% PM25: 5%

For Tractors/Loaders/Backhoes, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

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NOX: 5% PM10: 5% PM25: 5%

For Water Trucks, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

The following mitigation measures apply to Phase: Paving 8/20/2011 - 9/21/2011 - Paving

For Pavers, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Paving Equipment, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Rollers, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

The following mitigation measures apply to Phase: Building Construction 8/20/2011 - 5/31/2013 - Building Construction

For Cranes, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Forklifts, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Generator Sets, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Tractors/Loaders/Backhoes, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Welders, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.05	0.71	0.59	0.00	0.00	0.00	846.80
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscape	0.01	0.00	0.14	0.00	0.00	0.00	0.25
Consumer Products	0.00						
Architectural Coatings	0.43						
TOTALS (tons/year, unmitigated)	0.49	0.71	0.73	0.00	0.00	0.00	847.05

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOX</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM25</u>	<u>CO2</u>
Regnl shp. center	15.70	17.26	167.48	0.16	29.57	5.62	15,761.19
TOTALS (tons/year, unmitigated)	15.70	17.26	167.48	0.16	29.57	5.62	15,761.19

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2013 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shop. center	50.00	1000 sq ft	400.00	20,000.00	94,408.61	
				20,000.00	94,408.61	

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.3	0.4	99.4	0.2
Light Truck < 3750 lbs	11.7	0.9	96.5	2.6
Light Truck 3751-5750 lbs	20.6	0.5	99.5	0.0
Med Truck 5751-8500 lbs	6.2	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.7	0.0	71.4	28.6
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	66.7	33.3
Med-Heavy Truck 14,001-33,000 lbs	0.8	0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	2.9	55.2	44.8	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.7	0.0	85.7	14.3

Travel Conditions

Residential	Home-Work	Home-Shop	Home-Other	Commute	Commercial	Customer
	10.8	7.3	7.5	9.5	7.4	7.4
Urban Trip Length (miles)						

TravelConditions

	Residential				Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer	
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6	
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0	
% of Trips - Residential	32.9	18.0	49.1				
% of Trips - Commercial (by land use)				2.0	1.0		97.0
Regnl shop. center							

Operational Changes to Defaults

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name:

Project Name: Almaden Arcadia Retail Center

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Summary Report:

## CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
2011 TOTALS (lbs/day unmitigated)	8.82	40.89	54.79	0.04	217.61	2.93	219.29	45.45	2.69	47.00	6,939.18
2011 TOTALS (lbs/day mitigated)	8.82	39.24	54.79	0.04	15.17	2.80	16.77	3.17	2.56	4.64	6,939.18
2012 TOTALS (lbs/day unmitigated)	4.32	19.83	40.42	0.03	0.15	1.24	1.40	0.05	1.14	1.19	5,000.09
2012 TOTALS (lbs/day mitigated)	4.32	19.03	40.42	0.03	0.15	1.19	1.34	0.05	1.09	1.14	5,000.09
2013 TOTALS (lbs/day unmitigated)	182.53	18.53	39.96	0.03	0.16	1.13	1.29	0.06	1.03	1.09	5,214.14
2013 TOTALS (lbs/day mitigated)	182.53	17.78	39.96	0.03	0.16	1.08	1.24	0.06	0.98	1.04	5,214.14

## AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	2.74	3.89	4.80	0.00	0.02	0.02	4,642.81

## OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	79.80	81.00	877.06	0.90	162.04	30.79	90,536.27

## SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	82.54	84.89	881.86	0.90	162.06	30.81	95,179.08

Construction Unmitigated Detail Report:

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## CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 6/1/2011-8/19/2011 Active Days: 58	3.96	31.68	18.25	0.00	217.61	1.69	219.29	45.45	1.55	47.00	3,134.74
Fine Grading 06/01/2011- 08/20/2011	3.96	31.68	18.25	0.00	217.61	1.69	219.29	45.45	1.55	47.00	3,134.74
Fine Grading Dust	0.00	0.00	0.00	0.00	217.60	0.00	217.60	45.44	0.00	45.44	0.00
Fine Grading Off Road Diesel	3.91	31.61	16.82	0.00	0.00	1.68	1.68	0.00	1.55	1.55	3,007.48
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.05	0.08	1.43	0.00	0.01	0.00	0.01	0.00	0.00	0.01	127.27
Time Slice 8/22/2011-9/21/2011 Active Days: 23	8.82	40.89	54.79	0.04	0.18	2.93	3.10	0.06	2.69	2.75	6,939.18
Asphalt 08/20/2011-09/21/2011	4.14	19.65	11.74	0.01	0.03	1.57	1.59	0.01	1.44	1.45	1,940.73
Paving Off-Gas	1.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.70	16.30	9.26	0.00	0.00	1.45	1.45	0.00	1.33	1.33	1,272.41
Paving On Road Diesel	0.21	3.27	1.05	0.01	0.02	0.12	0.14	0.01	0.11	0.11	541.06
Paving Worker Trips	0.05	0.08	1.43	0.00	0.01	0.00	0.01	0.00	0.00	0.01	127.27
Building 08/20/2011-05/31/2013	4.68	21.24	43.05	0.03	0.15	1.36	1.51	0.05	1.24	1.30	4,998.44
Building Off Road Diesel	3.51	16.81	11.35	0.00	0.00	1.19	1.19	0.00	1.09	1.09	1,746.33
Building Vendor Trips	0.22	2.80	2.44	0.01	0.02	0.10	0.13	0.01	0.09	0.10	645.73
Building Worker Trips	0.95	1.63	29.26	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,606.39

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Time Slice 9/22/2011-12/30/2011 Active Days: 72	4.68	21.24	43.05	0.03	0.15	1.36	1.51	0.05	1.24	1.30	4,998.44
Building 08/20/2011-05/31/2013	4.68	21.24	43.05	0.03	0.15	1.36	1.51	0.05	1.24	1.30	4,998.44
Building Off Road Diesel	3.51	16.81	11.35	0.00	0.00	1.19	1.19	0.00	1.09	1.09	1,746.33
Building Vendor Trips	0.22	2.80	2.44	0.01	0.02	0.10	0.13	0.01	0.09	0.10	645.73
Building Worker Trips	0.95	1.63	29.26	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,606.39
Time Slice 1/2/2012-12/31/2012 Active Days: 261	4.32	19.83	40.42	0.03	0.15	1.24	1.40	0.05	1.14	1.19	5,000.09
Building 08/20/2011-05/31/2013	4.32	19.83	40.42	0.03	0.15	1.24	1.40	0.05	1.14	1.19	5,000.09
Building Off Road Diesel	3.26	15.87	11.00	0.00	0.00	1.08	1.08	0.00	1.00	1.00	1,746.33
Building Vendor Trips	0.20	2.46	2.27	0.01	0.02	0.09	0.12	0.01	0.08	0.09	645.77
Building Worker Trips	0.87	1.49	27.15	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,607.99
Time Slice 1/1/2013-3/26/2013 Active Days: 61	3.96	18.42	37.92	0.03	0.15	1.12	1.27	0.05	1.02	1.08	5,001.77
Building 08/20/2011-05/31/2013	3.96	18.42	37.92	0.03	0.15	1.12	1.27	0.05	1.02	1.08	5,001.77
Building Off Road Diesel	2.99	14.88	10.67	0.00	0.00	0.97	0.97	0.00	0.89	0.89	1,746.33
Building Vendor Trips	0.18	2.16	2.12	0.01	0.02	0.08	0.10	0.01	0.07	0.08	645.83
Building Worker Trips	0.79	1.37	25.13	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,609.60
Time Slice 3/27/2013-5/31/2013 Active Days: 48	182.53	18.53	39.96	0.03	0.16	1.13	1.29	0.06	1.03	1.09	5,214.14
Building 08/20/2011-05/31/2013	3.96	18.42	37.92	0.03	0.15	1.12	1.27	0.05	1.02	1.08	5,001.77
Building Off Road Diesel	2.99	14.88	10.67	0.00	0.00	0.97	0.97	0.00	0.89	0.89	1,746.33
Building Vendor Trips	0.18	2.16	2.12	0.01	0.02	0.08	0.10	0.01	0.07	0.08	645.83
Building Worker Trips	0.79	1.37	25.13	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,609.60
Coating 03/27/2013-05/31/2013	178.58	0.11	2.05	0.00	0.01	0.01	0.02	0.00	0.00	0.01	212.37
Architectural Coating	178.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.06	0.11	2.05	0.00	0.01	0.01	0.02	0.00	0.00	0.01	212.37

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Phase Assumptions

Phase: Fine Grading 6/1/2011 - 8/20/2011 - Grading

Total Acres Disturbed: 43.5

Maximum Daily Acreage Disturbed: 10.88

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 8/20/2011 - 9/21/2011 - Paving

Acres to be Paved: 10.88

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 6 hours per day

2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

Phase: Building Construction 8/20/2011 - 5/31/2013 - Building Construction

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 7 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 3/27/2013 - 5/31/2013 - Architectural Coating

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- Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
- Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
- Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
- Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOX	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 6/1/2011-8/19/2011 Active Days: 58	3.96	30.10	18.25	0.00	15.17	1.60	16.77	3.17	1.47	4.64	3,134.74
Fine Grading 06/01/2011- 08/20/2011	3.96	30.10	18.25	0.00	15.17	1.60	16.77	3.17	1.47	4.64	3,134.74
Fine Grading Dust	0.00	0.00	0.00	0.00	15.16	0.00	15.16	3.17	0.00	3.17	0.00
Fine Grading Off Road Diesel	3.91	30.02	16.82	0.00	0.00	1.60	1.60	0.00	1.47	1.47	3,007.48
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.05	0.08	1.43	0.00	0.01	0.00	0.01	0.00	0.00	0.01	127.27

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Time Slice 8/22/2011-9/21/2011 Active Days: 23	8.82	39.24	54.79	0.04	0.18	2.80	2.97	0.06	2.56	2.63	<u>6,939.18</u>
Asphalt 08/20/2011-09/21/2011	4.14	18.83	11.74	0.01	0.03	1.50	1.52	0.01	1.38	1.38	1,940.73
Paving Off-Gas	1.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.70	15.49	9.26	0.00	0.00	1.38	1.38	0.00	1.27	1.27	1,272.41
Paving On Road Diesel	0.21	3.27	1.05	0.01	0.02	0.12	0.14	0.01	0.11	0.11	541.06
Paving Worker Trips	0.05	0.08	1.43	0.00	0.01	0.00	0.01	0.00	0.00	0.01	127.27
Building 08/20/2011-05/31/2013	4.68	20.40	43.05	0.03	0.15	1.30	1.45	0.05	1.19	1.24	4,998.44
Building Off Road Diesel	3.51	15.97	11.35	0.00	0.00	1.13	1.13	0.00	1.04	1.04	1,746.33
Building Vendor Trips	0.22	2.80	2.44	0.01	0.02	0.10	0.13	0.01	0.09	0.10	645.73
Building Worker Trips	0.95	1.63	29.26	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,606.39
Time Slice 9/22/2011-12/30/2011 Active Days: 72	4.68	20.40	43.05	0.03	0.15	1.30	1.45	0.05	1.19	1.24	4,998.44
Building 08/20/2011-05/31/2013	4.68	20.40	43.05	0.03	0.15	1.30	1.45	0.05	1.19	1.24	4,998.44
Building Off Road Diesel	3.51	15.97	11.35	0.00	0.00	1.13	1.13	0.00	1.04	1.04	1,746.33
Building Vendor Trips	0.22	2.80	2.44	0.01	0.02	0.10	0.13	0.01	0.09	0.10	645.73
Building Worker Trips	0.95	1.63	29.26	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,606.39
Time Slice 1/2/2012-12/31/2012 Active Days: 261	4.32	19.03	40.42	0.03	0.15	1.19	1.34	0.05	1.09	1.14	<u>5,000.09</u>
Building 08/20/2011-05/31/2013	4.32	19.03	40.42	0.03	0.15	1.19	1.34	0.05	1.09	1.14	5,000.09
Building Off Road Diesel	3.26	15.08	11.00	0.00	0.00	1.03	1.03	0.00	0.95	0.95	1,746.33
Building Vendor Trips	0.20	2.46	2.27	0.01	0.02	0.09	0.12	0.01	0.08	0.09	645.77
Building Worker Trips	0.87	1.49	27.15	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,607.99

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Time Slice 1/1/2013-3/26/2013 Active Days: 61	3.96	17.67	37.92	0.03	0.15	1.07	1.22	0.05	0.98	1.03	5,001.77
Building 08/20/2011-05/31/2013	3.96	17.67	37.92	0.03	0.15	1.07	1.22	0.05	0.98	1.03	5,001.77
Building Off Road Diesel	2.99	14.14	10.67	0.00	0.00	0.92	0.92	0.00	0.85	0.85	1,746.33
Building Vendor Trips	0.18	2.16	2.12	0.01	0.02	0.08	0.10	0.01	0.07	0.08	645.83
Building Worker Trips	0.79	1.37	25.13	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,609.60
Time Slice 3/27/2013-5/31/2013 Active Days: 48	<b>182.53</b>	<b>17.78</b>	<b>39.96</b>	<b>0.03</b>	<b>0.16</b>	<b>1.08</b>	<b>1.24</b>	<b>0.06</b>	<b>0.98</b>	<b>1.04</b>	<b>5,214.14</b>
Building 08/20/2011-05/31/2013	3.96	17.67	37.92	0.03	0.15	1.07	1.22	0.05	0.98	1.03	5,001.77
Building Off Road Diesel	2.99	14.14	10.67	0.00	0.00	0.92	0.92	0.00	0.85	0.85	1,746.33
Building Vendor Trips	0.18	2.16	2.12	0.01	0.02	0.08	0.10	0.01	0.07	0.08	645.83
Building Worker Trips	0.79	1.37	25.13	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,609.60
Coating 03/27/2013-05/31/2013	178.58	0.11	2.05	0.00	0.01	0.01	0.02	0.00	0.00	0.01	212.37
Architectural Coating	178.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.06	0.11	2.05	0.00	0.01	0.01	0.02	0.00	0.00	0.01	212.37

Construction Related Mitigation Measures

- The following mitigation measures apply to Phase: Fine Grading 6/1/2011 - 8/20/2011 - Grading
- For Soil Stabilizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:  
PM10: 84% PM25: 84%
- For Soil Stabilizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:  
PM10: 5% PM25: 5%
- For Soil Stabilizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:  
PM10: 55% PM25: 55%
- For Soil Stabilizing Measures, the Equipment loading/unloading mitigation reduces emissions by:  
PM10: 69% PM25: 69%
- For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:  
PM10: 44% PM25: 44%

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For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:  
PM10: 55% PM25: 55%

For Graders, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Rubber Tired Dozers, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Tractors/Loaders/Backhoes, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Water Trucks, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

The following mitigation measures apply to Phase: Paving 8/20/2011 - 9/21/2011 - Paving

For Pavers, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Paving Equipment, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Rollers, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

The following mitigation measures apply to Phase: Building Construction 8/20/2011 - 5/31/2013 - Building Construction

For Cranes, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Forklifts, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Generator Sets, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Tractors/Loaders/Backhoes, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Welders, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.28	3.87	3.25	0.00	0.01	0.01	4,640.00
Hearth - No Summer Emissions	0.12	0.02	1.55	0.00	0.01	0.01	2.81
Consumer Products	0.00						
Architectural Coatings	2.34						
TOTALS (lbs/day, unmitigated)	2.74	3.89	4.80	0.00	0.02	0.02	4,642.81

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOX</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM25</u>	<u>CO2</u>
Regnl shop. center	79.80	81.00	877.06	0.90	162.04	30.79	90,536.27
TOTALS (lbs/day, unmitigated)	79.80	81.00	877.06	0.90	162.04	30.79	90,536.27

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2013 Temperature (F): 85 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shp. center	50.00	1000 sq ft	400.00	20,000.00	94,408.61	
				20,000.00	94,408.61	

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.3	0.4	99.4	0.2
Light Truck < 3750 lbs	11.7	0.9	96.5	2.6
Light Truck 3751-5750 lbs	20.6	0.5	99.5	0.0
Med Truck 5751-8500 lbs	6.2	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.7	0.0	71.4	28.6
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	66.7	33.3
Med-Heavy Truck 14,001-33,000 lbs	0.8	0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	2.9	55.2	44.8	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.7	0.0	85.7	14.3

Travel Conditions

Residential		Commercial	
Home-Work	Home-Shop	Home-Other	Commute
10.8	7.3	7.5	9.5
			7.4
			7.4
			Customer
			7.4

Urban Trip Length (miles)

Travel Conditions

	Residential				Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer	
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6	
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0	
% of Trips - Residential	32.9	18.0	49.1				
% of Trips - Commercial (by land use)				2.0	1.0	97.0	
Regnl shop. center							

Operational Changes to Defaults

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name:

Project Name: Almaden Arcadia Retail Center

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Summary Report:

## CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO<sub>2</sub></u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO<sub>2</sub></u>
2011 TOTALS (lbs/day unmitigated)	8.82	40.89	54.79	0.04	217.61	2.93	219.29	45.45	2.69	47.00	6,939.18
2011 TOTALS (lbs/day mitigated)	8.82	39.24	54.79	0.04	15.17	2.80	16.77	3.17	2.56	4.64	6,939.18
2012 TOTALS (lbs/day unmitigated)	4.32	19.83	40.42	0.03	0.15	1.24	1.40	0.05	1.14	1.19	5,000.09
2012 TOTALS (lbs/day mitigated)	4.32	19.03	40.42	0.03	0.15	1.19	1.34	0.05	1.09	1.14	5,000.09
2013 TOTALS (lbs/day unmitigated)	182.53	18.53	39.96	0.03	0.16	1.13	1.29	0.06	1.03	1.09	5,214.14
2013 TOTALS (lbs/day mitigated)	182.53	17.78	39.96	0.03	0.16	1.08	1.24	0.06	0.98	1.04	5,214.14

## AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO<sub>2</sub></u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO<sub>2</sub></u>
TOTALS (lbs/day, unmitigated)	2.62	3.87	3.25	0.00	0.01	0.01	4,640.00

## OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO<sub>2</sub></u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO<sub>2</sub></u>
TOTALS (lbs/day, unmitigated)	98.47	121.73	999.03	0.78	162.04	30.79	78,015.54

## SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO<sub>2</sub></u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO<sub>2</sub></u>
TOTALS (lbs/day, unmitigated)	101.09	125.60	1,002.28	0.78	162.05	30.80	82,655.54

Construction Unmitigated Detail Report:

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## CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 6/1/2011-8/19/2011 Active Days: 58	3.96	31.68	18.25	0.00	217.61	1.69	219.29	45.45	1.55	47.00	3,134.74
Fine Grading 06/01/2011- 08/20/2011	3.96	31.68	18.25	0.00	217.61	1.69	219.29	45.45	1.55	47.00	3,134.74
Fine Grading Dust	0.00	0.00	0.00	0.00	217.60	0.00	217.60	45.44	0.00	45.44	0.00
Fine Grading Off Road Diesel	3.91	31.61	16.82	0.00	0.00	1.68	1.68	0.00	1.55	1.55	3,007.48
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.05	0.08	1.43	0.00	0.01	0.00	0.01	0.00	0.00	0.01	127.27
Time Slice 8/22/2011-9/21/2011 Active Days: 23	8.82	40.89	54.79	0.04	0.18	2.93	3.10	0.06	2.69	2.75	6,939.18
Asphalt 08/20/2011-09/21/2011	4.14	19.65	11.74	0.01	0.03	1.57	1.59	0.01	1.44	1.45	1,940.73
Paving Off-Gas	1.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.70	16.30	9.26	0.00	0.00	1.45	1.45	0.00	1.33	1.33	1,272.41
Paving On Road Diesel	0.21	3.27	1.05	0.01	0.02	0.12	0.14	0.01	0.11	0.11	541.06
Paving Worker Trips	0.05	0.08	1.43	0.00	0.01	0.00	0.01	0.00	0.00	0.01	127.27
Building 08/20/2011-05/31/2013	4.68	21.24	43.05	0.03	0.15	1.36	1.51	0.05	1.24	1.30	4,998.44
Building Off Road Diesel	3.51	16.81	11.35	0.00	0.00	1.19	1.19	0.00	1.09	1.09	1,746.33
Building Vendor Trips	0.22	2.80	2.44	0.01	0.02	0.10	0.13	0.01	0.09	0.10	645.73
Building Worker Trips	0.95	1.63	29.26	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,606.39

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Time Slice 9/22/2011-12/30/2011 Active Days: 72	4.68	21.24	43.05	0.03	0.15	1.36	1.51	0.05	1.24	1.30	4,998.44
Building 08/20/2011-05/31/2013	4.68	21.24	43.05	0.03	0.15	1.36	1.51	0.05	1.24	1.30	4,998.44
Building Off Road Diesel	3.51	16.81	11.35	0.00	0.00	1.19	1.19	0.00	1.09	1.09	1,746.33
Building Vendor Trips	0.22	2.80	2.44	0.01	0.02	0.10	0.13	0.01	0.09	0.10	645.73
Building Worker Trips	0.95	1.63	29.26	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,606.39
Time Slice 1/2/2012-12/31/2012 Active Days: 261	4.32	19.63	40.42	0.03	0.15	1.24	1.40	0.05	1.14	1.19	5,000.09
Building 08/20/2011-05/31/2013	4.32	19.63	40.42	0.03	0.15	1.24	1.40	0.05	1.14	1.19	5,000.09
Building Off Road Diesel	3.26	15.87	11.00	0.00	0.00	1.08	1.08	0.00	1.00	1.00	1,746.33
Building Vendor Trips	0.20	2.46	2.27	0.01	0.02	0.09	0.12	0.01	0.08	0.09	645.77
Building Worker Trips	0.87	1.49	27.15	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,607.99
Time Slice 1/1/2013-3/26/2013 Active Days: 61	3.96	18.42	37.92	0.03	0.15	1.12	1.27	0.05	1.02	1.08	5,001.77
Building 08/20/2011-05/31/2013	3.96	18.42	37.92	0.03	0.15	1.12	1.27	0.05	1.02	1.08	5,001.77
Building Off Road Diesel	2.99	14.88	10.67	0.00	0.00	0.97	0.97	0.00	0.89	0.89	1,746.33
Building Vendor Trips	0.18	2.16	2.12	0.01	0.02	0.08	0.10	0.01	0.07	0.08	645.83
Building Worker Trips	0.79	1.37	25.13	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,609.60
Time Slice 3/27/2013-5/31/2013 Active Days: 48	182.53	18.53	39.96	0.03	0.16	1.13	1.29	0.06	1.03	1.09	5,214.14
Building 08/20/2011-05/31/2013	3.96	18.42	37.92	0.03	0.15	1.12	1.27	0.05	1.02	1.08	5,001.77
Building Off Road Diesel	2.99	14.88	10.67	0.00	0.00	0.97	0.97	0.00	0.89	0.89	1,746.33
Building Vendor Trips	0.18	2.16	2.12	0.01	0.02	0.08	0.10	0.01	0.07	0.08	645.83
Building Worker Trips	0.79	1.37	25.13	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,609.60
Coating 03/27/2013-05/31/2013	178.58	0.11	2.05	0.00	0.01	0.01	0.02	0.00	0.00	0.01	212.37
Architectural Coating	178.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.06	0.11	2.05	0.00	0.01	0.01	0.02	0.00	0.00	0.01	212.37

Phase Assumptions

Phase: Fine Grading 6/1/2011 - 8/20/2011 - Grading

Total Acres Disturbed: 43.5

Maximum Daily Acreage Disturbed: 10.88

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 8/20/2011 - 9/21/2011 - Paving

Acres to be Paved: 10.88

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 6 hours per day

2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

Phase: Building Construction 8/20/2011 - 5/31/2013 - Building Construction

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 7 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 3/27/2013 - 5/31/2013 - Architectural Coating

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- Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
- Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
- Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
- Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

Time Slice	ROG	NOx	CO	SO2	PM10_Dust	PM10_Exhaust	PM10	PM2.5_Dust	PM2.5_Exhaust	PM2.5	CO2
6/1/2011-8/19/2011 Active Days: 58	3.96	30.10	18.25	0.00	15.17	1.60	16.77	3.17	1.47	4.64	3,134.74
Fine Grading 06/01/2011-08/20/2011	3.96	30.10	18.25	0.00	15.17	1.60	16.77	3.17	1.47	4.64	3,134.74
Fine Grading Dust	0.00	0.00	0.00	0.00	15.16	0.00	15.16	3.17	0.00	3.17	0.00
Fine Grading Off Road Diesel	3.91	30.02	16.82	0.00	0.00	1.60	1.60	0.00	1.47	1.47	3,007.48
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.05	0.08	1.43	0.00	0.01	0.00	0.01	0.00	0.00	0.01	127.27

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Time Slice 8/22/2011-9/21/2011 Active Days: 23	<u>8.82</u>	<u>39.24</u>	<u>54.79</u>	<b>0.04</b>	0.18	<u>2.80</u>	2.97	0.06	<u>2.56</u>	2.63	<u>6,939.18</u>
Asphalt 08/20/2011-09/21/2011	4.14	18.83	11.74	0.01	0.03	1.50	1.52	0.01	1.38	1.38	1,940.73
Paving Off-Gas	1.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.70	15.49	9.26	0.00	0.00	1.38	1.38	0.00	1.27	1.27	1,272.41
Paving On Road Diesel	0.21	3.27	1.05	0.01	0.02	0.12	0.14	0.01	0.11	0.11	541.06
Paving Worker Trips	0.05	0.08	1.43	0.00	0.01	0.00	0.01	0.00	0.00	0.01	127.27
Building 08/20/2011-05/31/2013	4.68	20.40	43.05	0.03	0.15	1.30	1.45	0.05	1.19	1.24	4,998.44
Building Off Road Diesel	3.51	15.97	11.35	0.00	0.00	1.13	1.13	0.00	1.04	1.04	1,746.33
Building Vendor Trips	0.22	2.80	2.44	0.01	0.02	0.10	0.13	0.01	0.09	0.10	645.73
Building Worker Trips	0.95	1.63	29.26	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,606.39
Time Slice 9/22/2011-12/30/2011 Active Days: 72	4.68	20.40	43.05	0.03	0.15	1.30	1.45	0.05	1.19	1.24	4,998.44
Building 08/20/2011-05/31/2013	4.68	20.40	43.05	0.03	0.15	1.30	1.45	0.05	1.19	1.24	4,998.44
Building Off Road Diesel	3.51	15.97	11.35	0.00	0.00	1.13	1.13	0.00	1.04	1.04	1,746.33
Building Vendor Trips	0.22	2.80	2.44	0.01	0.02	0.10	0.13	0.01	0.09	0.10	645.73
Building Worker Trips	0.95	1.63	29.26	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,606.39
Time Slice 1/2/2012-12/31/2012 Active Days: 261	<u>4.32</u>	<u>19.03</u>	<u>40.42</u>	<u>0.03</u>	<u>0.15</u>	<u>1.19</u>	<u>1.34</u>	<u>0.05</u>	<u>1.09</u>	<u>1.14</u>	<u>5,000.09</u>
Building 08/20/2011-05/31/2013	4.32	19.03	40.42	0.03	0.15	1.19	1.34	0.05	1.09	1.14	5,000.09
Building Off Road Diesel	3.26	15.08	11.00	0.00	0.00	1.03	1.03	0.00	0.95	0.95	1,746.33
Building Vendor Trips	0.20	2.46	2.27	0.01	0.02	0.09	0.12	0.01	0.08	0.09	645.77
Building Worker Trips	0.87	1.49	27.15	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,607.99

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Time Slice 1/1/2013-3/26/2013 Active Days: 61	3.96	17.67	37.92	0.03	0.15	1.07	1.22	0.05	0.98	1.03	5,001.77
Building 08/20/2011-05/31/2013	3.96	17.67	37.92	0.03	0.15	1.07	1.22	0.05	0.98	1.03	5,001.77
Building Off Road Diesel	2.99	14.14	10.67	0.00	0.00	0.92	0.92	0.00	0.85	0.85	1,746.33
Building Vendor Trips	0.18	2.16	2.12	0.01	0.02	0.08	0.10	0.01	0.07	0.08	645.83
Building Worker Trips	0.79	1.37	25.13	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,609.60
Time Slice 3/27/2013-5/31/2013 Active Days: 48	<del>182.53</del>	<del>17.78</del>	<del>39.96</del>	<del>0.03</del>	<del>0.16</del>	<del>1.08</del>	<del>1.24</del>	<del>0.06</del>	<del>0.98</del>	<del>1.04</del>	<del>5,214.14</del>
Building 08/20/2011-05/31/2013	3.96	17.67	37.92	0.03	0.15	1.07	1.22	0.05	0.98	1.03	5,001.77
Building Off Road Diesel	2.99	14.14	10.67	0.00	0.00	0.92	0.92	0.00	0.85	0.85	1,746.33
Building Vendor Trips	0.18	2.16	2.12	0.01	0.02	0.08	0.10	0.01	0.07	0.08	645.83
Building Worker Trips	0.79	1.37	25.13	0.03	0.13	0.07	0.20	0.05	0.06	0.10	2,609.60
Coating 03/27/2013-05/31/2013	178.58	0.11	2.05	0.00	0.01	0.01	0.02	0.00	0.00	0.01	212.37
Architectural Coating	178.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.06	0.11	2.05	0.00	0.01	0.01	0.02	0.00	0.00	0.01	212.37

#### Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 6/1/2011 - 8/20/2011 - Grading

For Soil Stabilizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:

PM10: 84% PM25: 84%

For Soil Stabilizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:

PM10: 5% PM25: 5%

For Soil Stabilizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Soil Stabilizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

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For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:  
PM10: 55% PM25: 55%

For Graders, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Rubber Tired Dozers, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Tractors/Loaders/Backhoes, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Water Trucks, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

The following mitigation measures apply to Phase: Paving 8/20/2011 - 9/21/2011 - Paving

For Pavers, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Paving Equipment, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Rollers, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

The following mitigation measures apply to Phase: Building Construction 8/20/2011 - 5/31/2013 - Building Construction

For Cranes, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Forklifts, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Generator Sets, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Tractors/Loaders/Backhoes, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

For Welders, the Use Aqueous Diesel Fuel mitigation reduces emissions by:

NOX: 5% PM10: 5% PM25: 5%

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.28	3.87	3.25	0.00	0.01	0.01	4,640.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	2.34						
TOTALS (lbs/day, unmitigated)	2.62	3.87	3.25	0.00	0.01	0.01	4,640.00

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOX</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM25</u>	<u>CO2</u>
Regnl shop. center	98.47	121.73	999.03	0.78	162.04	30.79	78,015.54
TOTALS (lbs/day, unmitigated)	98.47	121.73	999.03	0.78	162.04	30.79	78,015.54

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2013 Temperature (F): 40 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shp. center	50.00	1000 sq ft	400.00	20,000.00	94,408.61	
				20,000.00	94,408.61	

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.3	0.4	99.4	0.2
Light Truck < 3750 lbs	11.7	0.9	96.5	2.6
Light Truck 3751-5750 lbs	20.6	0.5	99.5	0.0
Med Truck 5751-8500 lbs	6.2	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.7	0.0	71.4	28.6
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	66.7	33.3
Med-Heavy Truck 14,001-33,000 lbs	0.8	0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	2.9	55.2	44.8	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.7	0.0	85.7	14.3

Travel Conditions

Residential	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
10.8	7.3	7.5	9.5	7.4	7.4	7.4

Urban Trip Length (miles)

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			

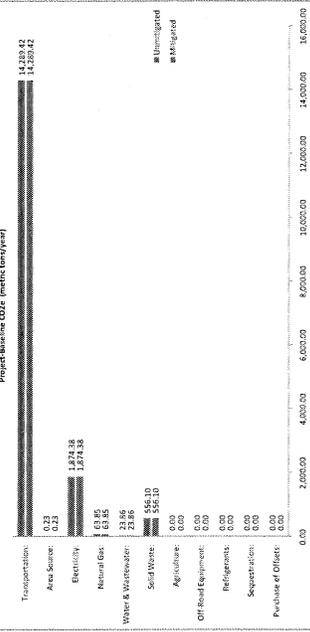
% of Trips - Commercial (by land use)

Regnl shop. center	2.0	1.0	97.0
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Operational Changes to Defaults

## Summary Results

Project Name: Almaden Atacama Retail Center  
 Project and Baseline Year: 2013



Category	Unmitigated Project CO2E (metric tons/year)	Mitigated Project CO2E (metric tons/year)
Transportation	0.23	0.23
Area Source	1,874.38	1,874.38
Electricity	1,271.38	1,271.38
Natural Gas	63.85	63.85
Water & Wastewater	23.86	23.86
Solid Waste	555.10	555.10
Agriculture	0.00	0.00
Off-Road Equipment	0.00	0.00
Refrigerants	0.00	0.00
Sequestration	0.00	0.00
Purchase of Offsets	0.00	0.00
<b>Total</b>	<b>14,289.42</b>	<b>15,807.83</b>

Baseline is currently OFF  
 Baseline Project Name:  
 Go to Settings tab to Turn On Baseline

## Detailed Results

Category	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2E (metric tpy)	% of Total
<b>Unmitigated</b>					
Transportation*	0.23	0.00	0.00	14,289.42	85.02%
Area Source	1,871.39	0.01	0.00	1,874.38	11.35%
Electricity	63.85	0.01	0.00	63.85	0.38%
Natural Gas	23.82	0.00	0.00	23.86	0.14%
Water & Wastewater	8.00	26.07	N/A	556.10	3.31%
Solid Waste	0.00	0.00	0.00	555.10	3.31%
Off-Road Equipment	0.00	0.00	0.00	0.00	0.00%
Refrigerants	N/A	N/A	N/A	0.00	0.00%
Sequestration	N/A	N/A	N/A	N/A	N/A
Purchase of Offsets	N/A	N/A	N/A	N/A	N/A
<b>Total</b>				<b>16,807.83</b>	<b>100.00%</b>

\* Several adjustments were made to transportation emissions after they have been imported from URBEMIS. After importing from URBEMIS, CO2 emissions are converted to metric tons and then adjusted to account for the "Policy" regulation. Thus, CO2 is converted to CO2e by multiplying by 100/95 to account for the contribution of other GHGs (CH4, N2O, and HFCs (from leaking air conditioners)). Finally, CO2e is adjusted to account for the carbon debt offset.

Category	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2E (metric tpy)	% of Total
<b>Mitigated</b>					
Transportation*	0.23	0.00	0.00	14,289.42	85.02%
Area Source	1,871.39	0.01	0.00	1,874.38	11.35%
Electricity	63.85	0.01	0.00	63.85	0.38%
Natural Gas	23.82	0.00	0.00	23.86	0.14%
Water & Wastewater	8.00	26.07	N/A	556.10	3.31%
Solid Waste	0.00	0.00	0.00	555.10	3.31%
Off-Road Equipment	0.00	0.00	0.00	0.00	0.00%
Refrigerants	N/A	N/A	N/A	0.00	0.00%
Sequestration	N/A	N/A	N/A	0.00	0.00%
Purchase of Offsets	N/A	N/A	N/A	0.00	0.00%
<b>Total</b>				<b>16,807.83</b>	<b>100.00%</b>

**Mitigation Measures Selected:** for a list of the transportation mitigation measures selected (in URBEMIS)  
 Transportation: Go to the following tab: [Transportation](#)  
 Electricity: The following mitigation measure(s) have been selected to reduce electricity emissions.

**Natural Gas:** The following mitigation measure(s) have been selected to reduce natural gas emissions.

**Water and Wastewater:** The following mitigation measure(s) have been selected to reduce water and wastewater emissions.

**Solid Waste:** The following mitigation measure has been selected to reduce solid waste related GHG emissions.

**Ag:** No existing mitigation measures available.

**Off-Road Equipment:** No existing mitigation measures available.

**Refrigerants:** The following mitigation measure has been selected to reduce refrigerant emissions.

**Carbon Sequestration:** Project does not include carbon sequestration through tree planting.

# Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards <sup>1</sup>		Federal Standards <sup>2</sup>			
		Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>	
Ozone (O <sub>3</sub> )	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry	
	8 Hour	0.070 ppm (137 µg/m <sup>3</sup> )		0.075 ppm (147 µg/m <sup>3</sup> )			
Respirable Particulate Matter (PM <sub>10</sub> )	24 Hour	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		—			
Fine Particulate Matter (PM <sub>2.5</sub> )	24 Hour	No Separate State Standard		35 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	15.0 µg/m <sup>3</sup>			
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10mg/m <sup>3</sup> )	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m <sup>3</sup> )	None	Non-Dispersive Infrared Photometry (NDIR)	
	1 Hour	20 ppm (23 mg/m <sup>3</sup> )		35 ppm (40 mg/m <sup>3</sup> )			
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )		—			—
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )	Gas Phase Chemiluminescence	53 ppb (100 µg/m <sup>3</sup> ) (see footnote 8)	Same as Primary Standard	Gas Phase Chemiluminescence	
	1 Hour	0.18 ppm (339 µg/m <sup>3</sup> )		100 ppb (188 µg/m <sup>3</sup> ) (see footnote 8)			None
Sulfur Dioxide (SO <sub>2</sub> )	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	—	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method) <sup>9</sup>	
	3 Hour	—		—			0.5 ppm (1300 µg/m <sup>3</sup> ) (see footnote 9)
	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )		75 ppb (196 µg/m <sup>3</sup> ) (see footnote 9)			—
Lead <sup>10</sup>	30 Day Average	1.5 µg/m <sup>3</sup>	Atomic Absorption	—	—	—	
	Calendar Quarter	—		1.5 µg/m <sup>3</sup>			
	Rolling 3-Month Average <sup>11</sup>	—		0.15 µg/m <sup>3</sup>			Same as Primary Standard
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer — visibility of ten miles or more (0.07 — 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		<b>No Federal Standards</b>			
Sulfates	24 Hour	25 µg/m <sup>3</sup>	Ion Chromatography				
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence				
Vinyl Chloride <sup>10</sup>	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography				

See footnotes on next page ...

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (09/08/10)

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter—PM10, PM2.5, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above  $150 \mu\text{g}/\text{m}^3$  is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the EPA.
8. To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 0.100 ppm (effective January 22, 2010). Note that the EPA standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standards of 53 ppb and 100 ppb are identical to 0.053 ppm and 0.100 ppm, respectively.
9. On June 2, 2010, the U.S. EPA established a new 1-hour SO<sub>2</sub> standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. EPA also proposed a new automated Federal Reference Method (FRM) using ultraviolet technology, but will retain the older pararosaniline methods until the new FRM have adequately permeated State monitoring networks. The EPA also revoked both the existing 24-hour SO<sub>2</sub> standard of 0.14 ppm and the annual primary SO<sub>2</sub> standard of 0.030 ppm, effective August 23, 2010. The secondary SO<sub>2</sub> standard was not revised at that time; however, the secondary standard is undergoing a separate review by EPA. Note that the new standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the new primary national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
10. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
11. National lead standard, rolling 3-month average: final rule signed October 15, 2008.

**APPENDIX C**  
Biological Resources



# **LIVE OAK ASSOCIATES, INC.**

an Ecological Consulting Firm

## **BIOTIC EVALUATION ALMADEN RANCH**

**CITY OF SAN JOSE, SANTA CLARA COUNTY, CALIFORNIA**

By:

**LIVE OAK ASSOCIATES, INC.**

Rick Hopkins, Ph.D., Principal, Senior Ecologist  
Melissa Denena, M.S., Director of Ecological Services, Ecologist  
Neal Kramer, M.S., Botanist, Certified Arborist (#WE-7833A)  
Nathan Hale, Assistant Project Manager, Ecologist

For:

**ARCADIA DEVELOPMENT CO.**

Attn: Brad Durga  
PO Box 5368  
San Jose, CA 95150

April 28, 2011

Project No. 1465-02



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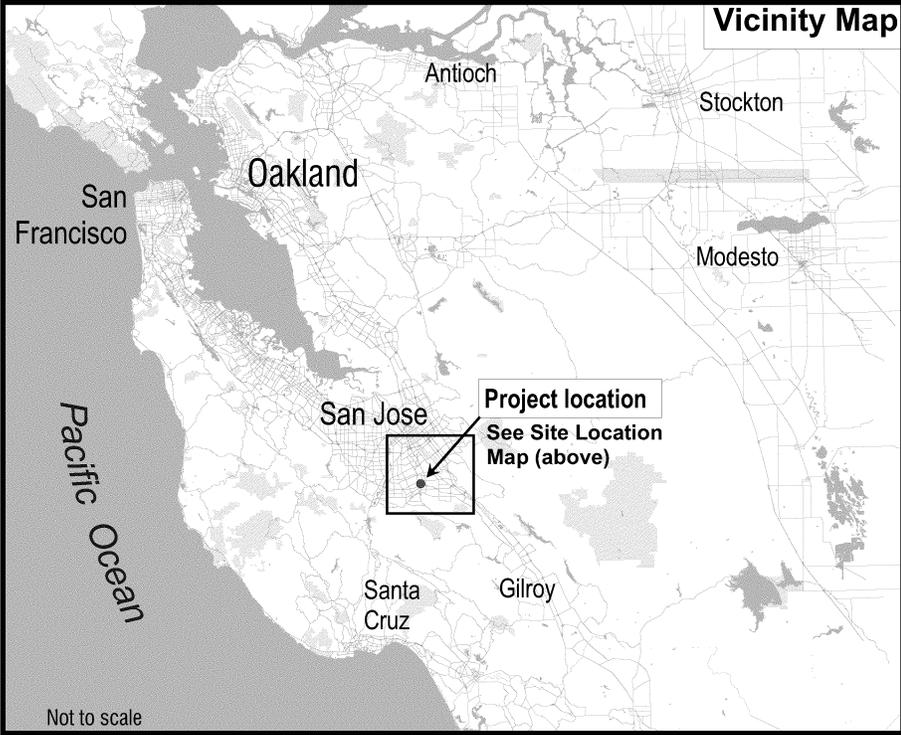
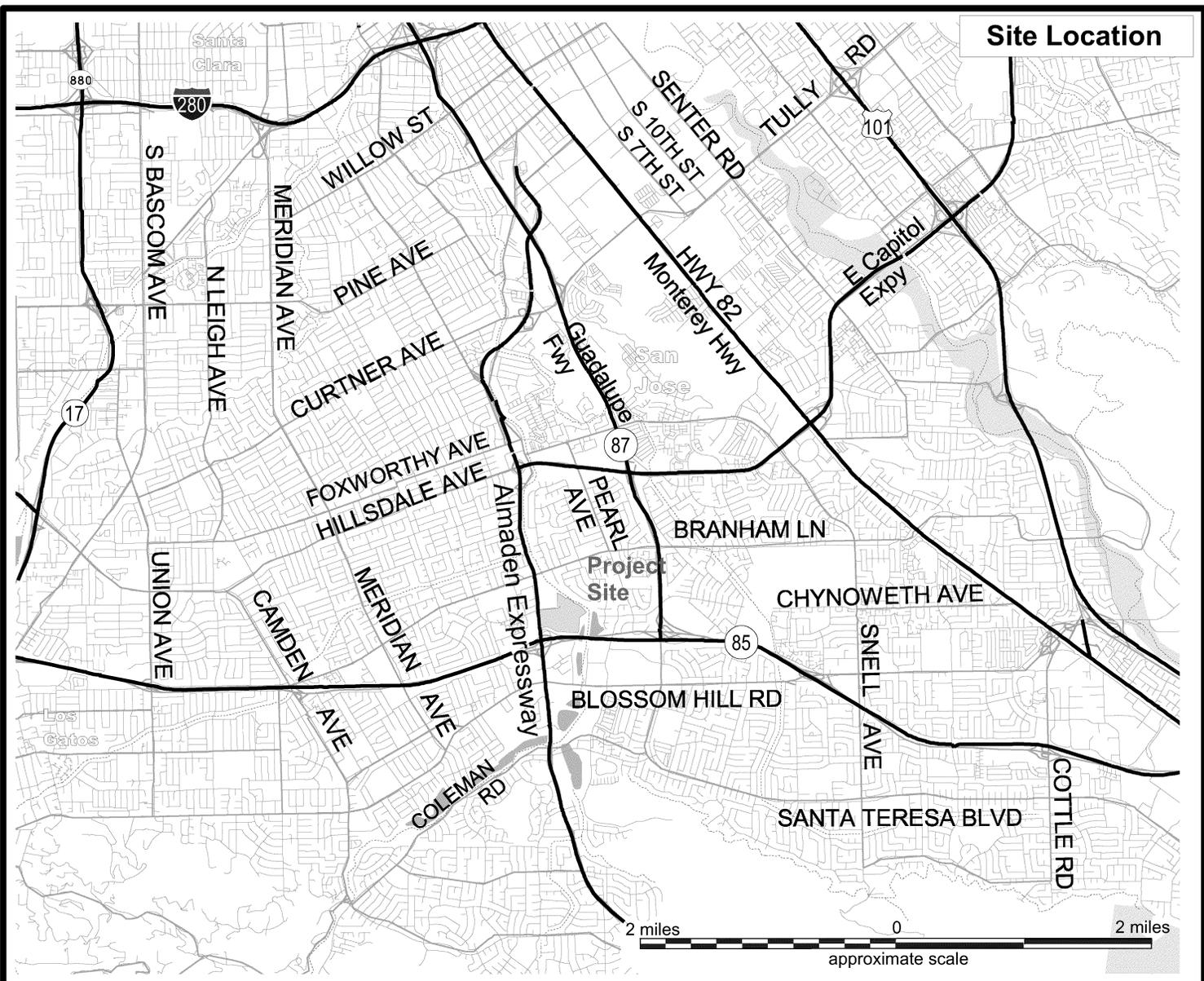


## 1.0 INTRODUCTION

This report describes the biotic resources of the approximately 43.5-acre Almaden Ranch site (Assessor's parcel numbers: 458-16-032 and 458-17-006, -017, and -018; "study area" or "site") and evaluates possible impacts to these resources resulting from future development of the site into a maximum of 400,000 square feet of commercial space. The site is located immediately northeast of the junction of Almaden Expressway and State Route 85 and southwest of the Guadalupe River (Figure 1). The site can be found on the San Jose East, California U.S.G.S quadrangle, in the north half of the northwest quarter of Section 9, and the south half of the southwest quarter of Section 4, Township 8 South, Range 1 East. The site currently consists of fallow agricultural land, seasonal farmland, and several associated buildings, including residences and storage buildings.

In this report, Live Oak Associates, Inc. (LOA) identifies sensitive biotic resources, significant biotic habitats, regional fish and wildlife movement corridors, and existing local, state and federal natural resource protection policies, ordinances, and laws regulating land use. Provisions of the California Environmental Quality Act (CEQA), the federal Clean Water Act (CWA), the state and federal endangered species acts (FESA and CESA respectively), California Fish and Game Code, and California Water Code could affect the project, depending on the natural resources present on the parcel. The primary objectives of this report are as follows:

- To summarize all site-specific information related to existing biological resources;
- To make reasonable inferences about the biological resources that could occur onsite based on habitat suitability and the proximity of the site to a species' known range;
- Summarize all state and federal natural resource protection laws that may be relevant to possible future site development;
- Identify and discuss natural resource issues specific to the site that could affect future development;
- Identify avoidance and mitigation measures that could significantly reduce the magnitude of likely biological resource issues associated with site development.



 <b>Live Oak Associates, Inc.</b>		
<b>Almaden Ranch</b> Site / Vicinity Map		
Date	Project #	Figure #
3/22/2011	1465-01	1

Not to scale

Natural resource issues related to these state and federal laws have been identified in past planning studies conducted in the general project area, and it is reasonable to presume that such issues could be relevant to the subject parcels examined in this report. A number of state and federally listed animals, as well as other special status animal species (i.e., candidate species for listing and California species of special concern), have been documented within 20 miles of the project site. These species include state and/or federally listed species such as the Contra Costa goldfields, California tiger salamander, and California red-legged frog as well as California species of special concern including the western pond turtle, burrowing owl, and pallid bat. This report evaluates the site's suitability for these and other species.

CEQA is also concerned with project impacts on riparian habitat, wildlife movement corridors, fish and wildlife habitat, and jurisdictional wetlands, as well as project compliance with special ordinances and state laws protecting regionally sensitive biotic resources, and approved habitat conservation plans. Therefore, this report addresses the relevance of each of these issues to eventual site development.

Sources of information used in the preparation of this analysis included: (1) the California Natural Diversity Data Base (CDFG 2011); (2) the Inventory of Rare and Endangered Vascular Plants of California (CNPS 2001); (3) State and Federally Listed Endangered and Threatened Animals of California (CDFG 2011); (4) numerous planning documents and biological studies for projects in the area, many of which have been prepared by LOA; and (5) manuals and references related to plants and animals of the San Francisco Bay Area. Additional information was gathered during field surveys conducted by LOA ecologist Nathan Hale on July 22, 23, and 27, 2010 and March 28, 2011; by Mr. Hale and LOA Botanist Neal Kramer, on August 3, 2010; and by LOA ecologist Melissa Denena on February 3 and March 28, 2011.

### **Project Description**

The proposed project is a Planned Development Rezoning from A(PD) Planned Development District for the construction of a maximum of 350,000 square feet of commercial space or up to a maximum of 400 residential units, or any equivalent combination of commercial and residential uses that conforms to the City's Transportation Level of Service Policy (5-3) (the current

zoning), to A(PD) Planned Development District to allow the construction of up to 400,000 square feet of commercial space and subsequent subdivision. Conceptual construction planning includes proposed big box retail, a commercial pad, local-serving retail, several small retail pads, a retail pad/gas station, and parking areas. Additional proposed construction elements include the extension of Cherry Avenue (formerly Chynoweth Avenue) which would be widened slightly and connected with the northern terminus of Sanchez Drive near the southeast corner of the property. In sum, the project would add an estimated 1,521,284 square feet of impervious area to the site, increasing site imperviousness from 0.1 percent to 81 percent.

The proposed project also includes a minimum 100-foot setback buffer between proposed development and the Guadalupe River riparian corridor. Partially contained within this setback buffer, between proposed development and the existing Guadalupe River riparian habitat, the project proposes to include a Hydromodification Management Plan basin (“HMP basin;” Figure 2) that will maintain runoff from the site at pre-development levels.

The HMP basin is proposed adjacent to the Guadalupe River as a natural habitat feature, including installation of native plantings along the bed and banks consistent with species that occur along the Guadalupe River corridor. Native plant species used will be grown from seed stock occurring along the Guadalupe River to the maximum extent practicable to ensure genetic similarity. Species to be used (Table 1) reflect species that are suited to the projected feature’s hydrology, which was derived from average rainfall data for the area between 1948 and 2005 (Ruth and Going, Inc. 2011).

The basin will include a habitat creation plan that provides goals for establishment and methods and timing for installation and maintenance of the plantings. For example, the proposed basin will be planted with numbers of individual plants sufficient to create a relatively dense and natural canopy (appropriate to the ecological conditions of the basin). Also, irrigation may be utilized during dry periods, and it will be created in such a way as to not negatively impact existing riparian habitat and will be setback a minimum of 25 feet from the riparian corridor. Maintenance and monitoring of the basin’s created habitat will be conducted to ensure that a goal

**LEGEND**



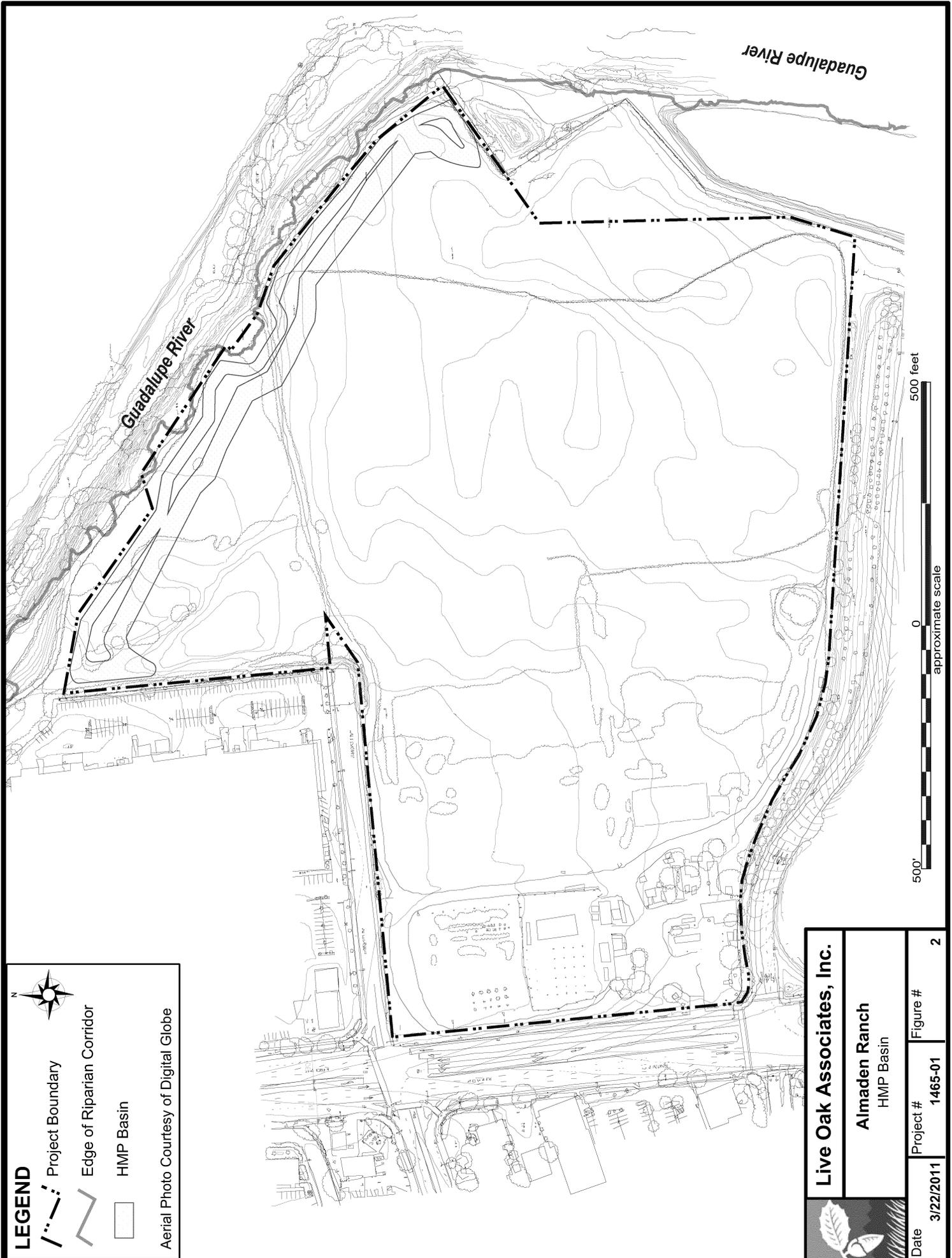
Project Boundary

Edge of Riparian Corridor

HMP Basin

Aerial Photo Courtesy of Digital Globe

	
<b>Live Oak Associates, Inc.</b>	
Almaden Ranch HMP Basin	
Date	3/22/2011
Project #	1465-01
Figure #	2



of relatively native habitat establishment is met (approximately 5 years of monitoring by a qualified biologist and regular maintenance as needed).

<b>Table 1: Proposed habitat creation plantings for HMP basin</b>						
<b>Species*</b>		<b>Bottom of basin</b>	<b>Mid slope</b>	<b>Top of bank</b>	<b>Planted as seedlings</b>	<b>Seeded</b>
<i>Trees</i>						
California buckeye	<i>Aesculus californica</i>		X	X	X	
coast live oak	<i>Quercus agrifolia</i>			X	X	
valley oak	<i>Quercus lobata</i>		X	X	X	
California sycamore	<i>Platanus racemosa</i>	X	X		X	
Fremont's cottonwood	<i>Populus fremontii</i>	X			X	
blue elderberry	<i>Sambucus mexicana</i>		X	X	X	
red willow	<i>Salix laevigata</i>	X	X		X	
<i>Shrubs/subshrubs</i>						
California sagebrush	<i>Artemisia californica</i>			X	X	X
mugwort	<i>Artemisia douglasiana</i>	X	X		X	
coyote brush	<i>Baccharis pilularis</i>			X	X	
mule-fat	<i>Baccharis salicifolia</i>	X	X		X	X
toyon	<i>Heteromeles arbutifolia</i>			X	X	
California rose	<i>Rosa californica</i>		X		X	
California blackberry	<i>Rubus ursinus</i>		X	X	X	
California snowberry	<i>Symphoricarpos albus</i>		X		X	
<i>Grasses/Forbs</i>						
California brome	<i>Bromus carinatus</i>		X	X		X
Virgin's bower	<i>Clematis ligusticifolia</i>		X	X	X	X
California poppy	<i>Eschscholzia californica</i>		X	X		X
Baltic rush	<i>Juncus balticus</i>	X			X	
valley wild rye	<i>Leymus triticoides</i>	X	X	X		X
purple needle grass	<i>Nassella pulchra</i>		X	X	X	X

\*Species were chosen based upon common occurrence within the Guadalupe River and/or occurrence within comparable natural areas regionally. Native species used in practice can be adjusted as appropriate based on native species availability and suitability.

In addition, an unpaved, 12-foot wide SCVWD maintenance road will be situated between the HMP basin and the riparian corridor.

The entire upland portion of the site will be developed except for the proposed riparian setback buffer and HMP basin.

## 2.0 EXISTING CONDITIONS

The study area is generally characterized as a remnant piece of agricultural land surrounded by dense urban development located within the City of San Jose. It is surrounded by commercial and residential development, and bordered by major urban roadways including Almaden Expressway and State Route 85. The study area comprises fallow and active agricultural land as well as a small complex of buildings, including residences and facilities that provide for the active seasonal farming that occurs within the western portion of the study area. The Guadalupe River flows in a northwesterly direction adjacent to the study area's northeastern boundary. The river itself is located offsite. As a result of the presence of the Guadalupe River to the northeast, the project site is comprised of slopes of approximately 0 to 2 percent that gradually slant toward the Guadalupe River with elevations ranging from approximately 173 feet (53 meters) to 180 feet (55 meters) National Geodetic Vertical Datum (NGVD).

Two soil types of two soil map units were identified on the project site (NRCS 2010). The soils of the site are classified as Urban Land-Elpaloalto complex soils, 0 to 2 percent slopes, and Urban land-Landelspark complex soils, 0 to 2 percent slopes. Urban Land-Elpaloalto soils, which comprise the majority of the soils occurring on the Almaden Ranch site, are comprised of approximately 70 percent Urban Land soils and approximately 23 percent Elpaloalto soils (approximately 7 percent of this soil type is comprised of minor components not reported (NRCS 2010)). Urban Land soils can be quite variable in structure and are derived from disturbed and human transported material. Elpaloalto soils are typically clay loams formed of alluvium derived from metamorphic and sedimentary rock and/or alluvium derived from metavolcanics. This series is known as a well-drained class of soils that is neutral to very slightly acidic.

Urban land-Landelspark soils, which make up a small fraction of the soils along the eastern boundary of the site, are comprised of approximately 70 percent Urban Land soils and approximately 20 percent Landelspark soils (approximately 10 percent of this soil type is comprised of minor components not reported (NRCS 2010)). Landelspark soils are sandy loam, floodplain soils comprised of mixed rock sources. They are known to be deep, well-drained soils with a neutral to very slightly alkaline pH value. Serpentine outcrops are not known to occur

within the soil types occurring on the Almaden Ranch site. Also, neither of these soil types is known to be hydric or maintain a hardpan or durapan layer suitable to support vernal pool habitats.

Annual precipitation in the general vicinity of the study area is 16 inches, almost 85% of which falls between the months of October and March. Virtually all precipitation falls in the form of rain. Storm waters generally infiltrate into the permeable areas of the site. Once field capacity has been reached most of the site's runoff apparently sheet flows into the Guadalupe River immediately northeast of the site.

## **2.1 BIOTIC HABITATS / LAND USES**

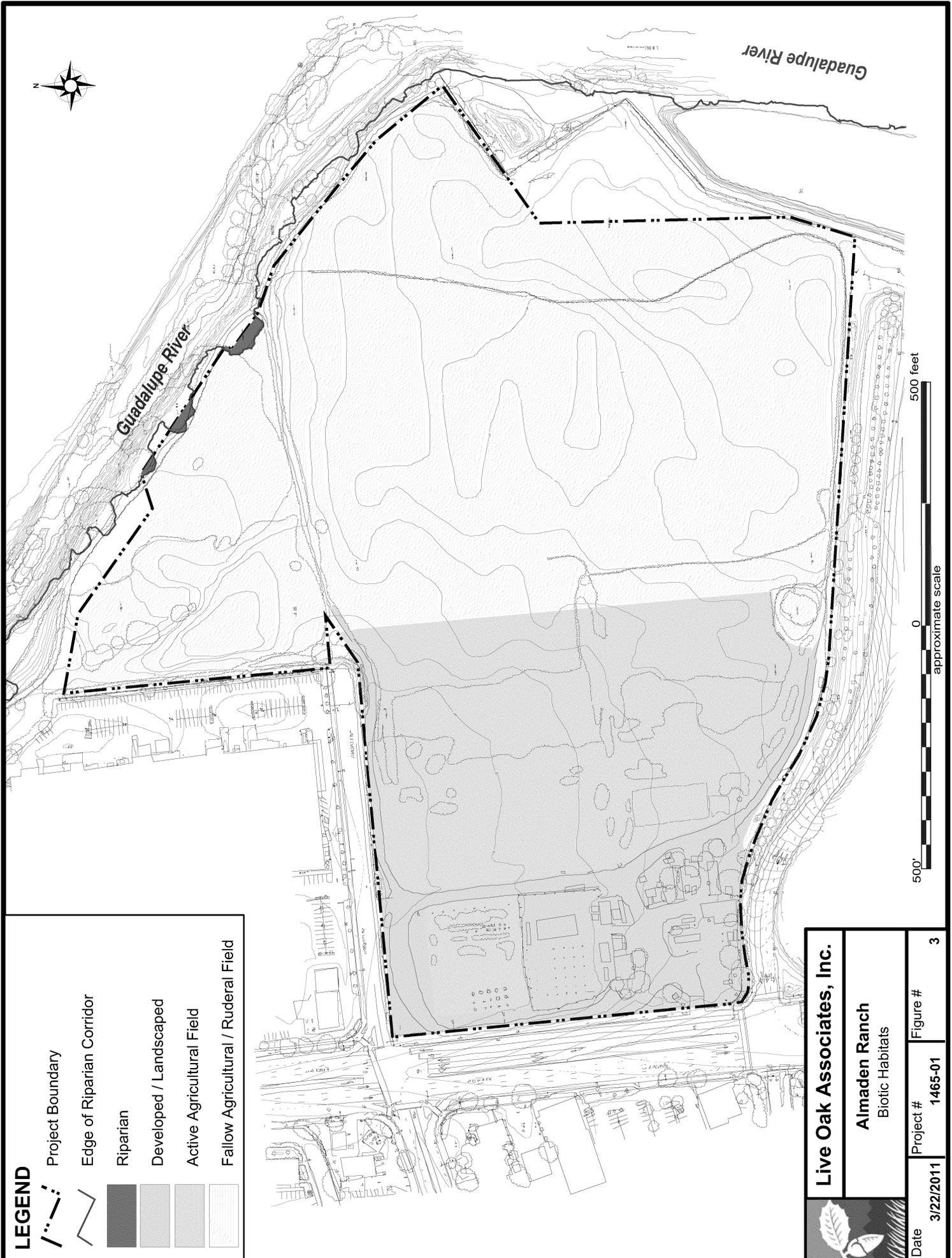
Several biotic habitats have been identified within the Almaden Ranch study area, the majority of which have been modified by human activity. These habitat types / land uses include active and fallow agricultural / ruderal habitat, developed / landscaped land, as well as a segment of mature riparian habitat that occurs along the site's northeasterly border and which is associated with the Guadalupe River (Figure 3). As previously noted, the river itself is located offsite to the northeast. All of these habitat types are described in more detail below. The plant and animal species discussed for each habitat type below were either observed or expected, but in no way should these lists be considered exhaustive of all possible species that may occur in a particular habitat in the site vicinity. The purpose of this discussion is to characterize the overall value of each habitat type on or adjacent to the site.

### **2.1.1 Active and Fallow Agricultural / Ruderal Fields**

The vast majority of the site is comprised of agricultural fields that include fallow, disced areas as well as fields that are actively farmed (ornamental evergreen tree and pumpkin productions were observed during the July and August 2010 surveys). Fallow / ruderal fields comprise more than half of the site, encompassing the eastern and northern portions of the site. Active farmland is predominantly located on the west half of the site, east of the developed area and inclusive of a small section of orchard plantings in the northwesterly corner of Almaden Expressway and Cherry Avenue. This land use type maintains generally low vegetation, due to site management for farming and weed abatement. Consequently, wildlife use of these areas is quite low.

**LEGEND**

-  Project Boundary
-  Edge of Riparian Corridor
-  Riparian
-  Developed / Landscaped
-  Active Agricultural Field
-  Fallow Agricultural / Ruderal Field



	
<b>Live Oak Associates, Inc.</b>	
<b>Almaden Ranch</b> Biotic Habitats	
Date	Figure #
3/22/2011	1465-01
Project #	3

500' 0 500 feet  
approximate scale

Vegetation observed within the agricultural fields, though generally fragmented, is dominated by grasses and forbs of European origin that are common to disturbed non-native grassland habitats throughout the Santa Clara Valley. Grass species observed include wild oats (*Avena barbata*), ripgut (*Bromus diandrus*), smilo grass (*Piptatherum miliaceum*), and annual meadow grass (*Poa annua*). Dominant forbs observed within the disced fallow fields and the ruderal margins of the site include black mustard (*Brassica nigra*), yellow star thistle (*Centaurea solstitialis*), bindweed (*Convolvulus arvensis*), whitestem filaree (*Erodium moschatum*), redstem filaree (*Erodium cicutarium*), prickly lettuce (*Lactuca serriola*), and Russian thistle (*Salsola tragus*). Other species observed include shepherd's purse (*Capsella bursa-pastoris*), poison hemlock (*Conium maculatum*), panicked willow-herb (*Epilobium brachycarpum*), fennel (*Foeniculum vulgare*), smooth cat's ear (*Hyphocharis glabra*), cheeseweed (*Malva neglecta*), and curly doc (*Rumex crispus*), to name a few. Along the margins of these areas, and within a portion of the northern spur of the study area, a few trees and shrubs were noted. These included black walnut (*Juglans hindsii*), myoporum (*Myoporum laetum*), coast live oak (*Quercus agrifolia*), valley oak (*Quercus lobata*), blue elderberry (*Sambucus mexicana*), and elm (*Ulmus* sp.). Several rows of commercial trees were noted within the actively farmed portion of the study area including Monterey pine (*Pinus radiata*) and cherry (*Prunus avium*).

Only one reptilian species, the western fence lizard (*Sceloporus occidentalis*), was observed within this habitat type. No amphibian species were observed during these surveys. Several additional reptilian and amphibian species would reasonably be expected to occur within this habitat type of the study area including, but not limited to, the Pacific treefrog (*Hyla regilla*), western toad (*Bufo boreas*), gopher snake (*Pituophis melanoleucus*), and western rattlesnake (*Crotalus viridis*), the latter two of which may forage in grassland-like open habitats for small mammals.

Various avian species use these areas of the site for foraging and roosting. Breeding habitat for tree-nesting species is present within the trees of the site. The killdeer may nest on the ground within the agricultural fields of the site. Due to the lack of ground squirrel burrows resulting from regular tilling and discing, it is unlikely that the burrowing owl (*Athene cunicularia*) would attempt to burrow within the site (no burrowing owls or evidence of burrowing owls was

observed during protocol-level burrowing owl surveys conducted in July and August 2010). Several avian species were observed foraging on and over the agricultural fields of the study area during the 2010 surveys. Species observed included the killdeer (*Charadrius vociferus*), mourning dove (*Zenaida macroura*), rock pigeon (*Columba livia*), Anna's hummingbird (*Calypte anna*), black phoebe (*Sayornis nigricans*), barn swallow (*Hirundo rustica*), cliff swallow (*Petrochelidon pyrrhonota*), lesser goldfinch (*Carduelis psaltria*), and house finch (*Carpodacus mexicanus*). Canada geese (*Branta canadensis*) were observed flying over the site en route to the Alamitos Percolation Ponds that occur to the east of the site. Other birds, including but not limited to, the white-tailed kite (*Elanus caeruleus*), red-tailed hawk (*Buteo jamaicensis*), Cooper's hawk (*Accipiter cooperii*), American kestrel (*Falco sparverius*), northern harrier (*Circus cyaneus*), turkey vulture (*Cathartes aura*), American crow (*Corvus brachyrhynchos*), and white-crowned sparrow (*Zonotrichia leucophrys*) could reasonably be expected to forage within the agricultural fields of the site from time to time.

Mammalian species may also utilize this site, though in a limited way relative to natural habitats. Evidence of the coyote (*Canus latrans*) and non-native red fox (*Vulpes vulpes*) (in the form of scat; the latter of which was described as a common resident by a site resident), suggest that these species are occasional occupants of the study area. Other mammals likely to occur include the Virginia opossum (*Didelphis virginiana*), Botta's pocket gopher (*Thomomys bottae*), California ground squirrel (*Spermophilus beecheyi*), California vole (*Microtus californicus*), brush rabbit (*Sylvilagus bachmani*), ornate shrew (*Sorex ornatus*), stray cat (*Felis catus*), striped skunk (*Mephitis mephitis*), and raccoon (*Procyon lotor*). In general, these species would be expected to travel to the site by way of the Guadalupe River riparian corridor in the course of migratory or foraging movements. The duration of site occurrence would be limited for most of these species by habitat unsuitability. Several of the burrowing rodents may reside within the agricultural fields from time to time, but site management has limited the establishment of fossorial species.

### **2.1.2 Developed/Landscaped Land Use Area**

A complex of buildings and gravel driveways occurs within the southwesterly corner of the site, along Almaden Expressway. Buildings include several residences, garage structures, and other outbuildings. Also scattered in these more developed areas are several cargo containers, farm

implements, piles of irrigation supplies, and other industrial equipment. Landscaping occurs around several of the residential buildings. The majority of the developed area is comprised of gravel driveways and unmarked parking areas. Other portions of the developed lands of the study area provide for the seasonal sale of agricultural products such as Christmas trees and pumpkins.

The vegetation within the developed portions of the site includes a scattered canopy of non-native ornamental tree species. These include species such as the trident maple (*Acer buergerianum*), silver wattle (*Acacia dealbata*), English walnut, olive (*Olea europea*), Italian stone pine (*Pinus pinea*), plum (*Prunus domestica*), and black locust (*Robinia pseudoacacia*), to name a few. Naturally occurring understory vegetation, including ruderal species of grasses and forbs that are present throughout the agricultural fields of the site (sections 2.1.1 above), were also present between buildings and in areas that are not occupied by gravel driveways, equipment storage, or buildings.

Wildlife use of this portion of the site would be minimal; however amphibian species such as the western toad (*Bufo boreas*) and bull frog (*Rana catesbeiana*) may occasionally occur in suitable vegetation patches. Common reptile species such as the western fence lizard (*Sceloporus occidentalis*) and gopher snake (*Pituophis melanoleucus*), could also occur on this portion of the site from time to time.

In spite of the proximity of State Route 85 and Almaden Expressway to the developed areas of the site, several avian species forage and may breed within the canopies of trees within this section of the site. During the July 2010 surveys, a red shouldered hawk (*Buteo lineatus*) was observed regularly within the larger trees of the developed areas. Other avian species observed in the developed areas include the mourning dove, rock pigeon, American crow (*Corvus brachyrhynchos*), bush tits (*Psaltriparus minimus*), and white-crowned sparrow (*Zonotrichia leucophrys*).

Most mammalian species that would be expected to occur within this portion of the study area would also occur within the agricultural fields and ruderal areas of the site. These could include

the Virginia opossum, California vole, Norway rat (*Rattus norvegicus*), red fox, stray cat, striped skunk, and raccoon. An assessment of the buildings of the site for bat habitat use was conducted by LOA ecologists in March 2011. No evidence of bat use was detected.

### **2.1.3 Riparian Corridor**

A major waterway of the Santa Clara Valley, the Guadalupe River flows in a northerly direction through the valley carrying stormwater from the Santa Cruz Mountains and the valley floor north into the Alviso Slough and eventually into the San Francisco Bay. Water flows of the Guadalupe are generally robust throughout the year, particularly during the rainy season. The section of the Guadalupe River adjacent to the study area was historically straightened; however, the riparian habitat along this section of the river supports mature dense patches of vegetation, the overstory of which is comprised predominantly of native species. The vegetation community is a transitional community that contains elements of both a cottonwood-willow riparian forest and a mature oak-sycamore riparian forest (habitats as described in *Riparian Corridor Policy Study*, City of San Jose, 1999). The channel of the creek has regained some slight meanders and appears to have pushed slightly away from the site over time, cutting into the east bank. This is evident based upon the wide section of exposed river gravel observed to the east of the channel near the study area and the mature riparian tree species that occur along the top of the west bank of the river.

As previously noted the bed and banks of the Guadalupe River occur outside the northeast boundary of the study area. However, a small section of mature riparian habitat extends very slightly into the northeast section of the study area. These small protrusions of riparian habitat that occur within the study area are dominated by mature California sycamore and black walnut trees (all black walnuts observed contained dead English walnut cores, thus being remnant orchard trees). Additional trees included the coast live oak, and blue elderberry, though in some cases the main trunks of these individual trees are likely outside the site boundary. The riparian habitat that occurs within the study area itself could include some of the non-aquatic species described below. The following description focuses on the riparian habitat of the Guadalupe River reach that occurs within the vicinity of the study area.

In general, the riparian community of the adjacent reach of the Guadalupe River is of moderate quality, though the River itself provides critical ecological value for many species occurring within the Santa Clara Valley. The adjacent reach has been impacted by the urban setting within which it persists in the form of runoff, litter accumulation, homeless encampments, and invasive species escaped from landscaped areas. This reach of the river supports a mature overstory dominated by California sycamore (*Platanus racemosa*), black walnut, red willow (*Salix laevigata*), and Fremont's cottonwood (*Populus fremontii*). Other overstory species observed include coast live oak, California buckeye (*Aesculus californica*), and white alder (*Ulmus rhombifolia*). Also noted were a few non-native salt cedar trees (*Tamarix* sp.). Understory species occurring on the banks of the riparian habitat consist of many of the grasses and forbs that occur within the agricultural fields of the study area as well as mugwort (*Artemisia douglasiana*), coyote brush (*Baccharis pilularis*), mule-fat (*Baccharis salicifolia*), English ivy (*Hedera helix*), pennyroyal (*Menthe pulegium*), Himalayan blackberry (*Rubus discolor*), and common cattail (*Typha latifolia*), to name a few.

The channel of the river serves as important habitat for numerous anadromous and resident fish species. Anadromous species known to occur within the Guadalupe River include the steelhead (*Oncorhynchus mykiss irideus*), chinook (also "king") salmon (*Oncorhynchus tshawytscha*), and pacific lamprey (*Lampetra tridentata*). Resident species include native species such as the Sacramento sucker (*Catostomus occidentalis*), prickly sculpin (*Cottus gulosus*), California roach (*Lavinia symmetricus*), and hitch (*Lavinia exilicauda*). Non-native resident fishes include largemouth bass (*Micropterus salmoides*), mosquitofish (*Gambusia affinis*), and carp (*Cyprinus carpio*), to name a few (USACE and SCVWD 1998).

The structural diversity of the riparian and woodland habitats occurring onsite results in relatively high species richness and diversity. Thick leaf litter and decaying logs provide a moist microclimate suitable for amphibians such as the ensatina (*Ensatina eschscholtzi*), arboreal salamander (*Aneides lugubris*), California slender salamander (*Batrachoseps attenuatus*), western fence lizard (*Sceloporus occidentalis*), southern alligator lizard (*Gerrhonotus multicarinatus*), tree frog, and western toad (*Bufo boreas*). Western rattlesnakes and gopher snakes would be expected to forage for small mammals in the upland areas adjacent to the creek.

The bird diversity of the Guadalupe River would be expected to be high throughout the year. Nesting habitat is widely available; however, a feral cat and a barn owl kill were observed during the July and August 2010 site visits indicating that nesting is likely to be slightly reduced due to the urban setting. While extensive investigation of the avian species along the Guadalupe River was not conducted due to the fact that the bed and banks of the River occur outside of the study area, a carcass of a barn owl (*Tyto alba*) was observed during the 2010 site surveys. Other species observed within the riparian habitat adjacent to the study area include the Anna's hummingbird, bush tit, black phoebe, and lesser goldfinch. Other species expected to occur include the great blue heron (*Ardea herodias*), black crowned night heron (*Nycticorax nycticorax*), snowy egret (*Egretta thula*), mallard (*Anas platyrhynchos*), red-tailed hawk (*Buteo jamaicensis*), Cooper's hawk, great-horned owl (*Bubo virginianus*), hairy woodpecker (*Picoides villosus*), northern flicker (*Colaptes auratus*), ash-throated flycatcher (*Myiarchus cinerascens*), California towhee (*Pipilo crissalis*), yellow warbler (*Dendroica petechia*), dark-eyed junco, and chestnut-backed chickadee (*Parus rufescens*); though, this is by no means an exhaustive list.

Some mammalian species are expected to utilize the riparian corridor of Guadalupe River as a migratory pathway as well as for foraging habitat. Evidence of the coyote (scat) was noted along the top of the bank of the river. Otherwise, mammals expected to occur within the riparian habitat include the Virginia opossum, ornate shrew, California myotis (*Myotis californicus*), brush rabbit (*Sylvilagus bachmani*), eastern gray squirrel (*Sciurus carolinensis*), Botta's pocket gopher (*Thomomys bottae*), California vole, western harvest mouse (*Reithrodontomys megalotis*), and California mouse (*Peromyscus californicus*). These small mammals as well as the occurrence of invertebrates, reptiles, amphibians, and birds may attract a variety of predators, including various snakes and raptors as previously discussed, but also mammalian predators. Coyotes, red foxes, striped skunk, northern raccoons (*Procyon lotor*), bobcats (*Lynx rufus*), and stray cats are expected to occur within this habitat from time to time.

## **2.2 MOVEMENT CORRIDORS**

Wildlife movement corridors are areas where regional wildlife populations regularly and predictably move during dispersal or migration. Movement corridors in California are typically

associated with valleys, rivers and creeks supporting riparian vegetation – such as the Guadalupe River, and ridgelines. With increasing encroachment of humans on wildlife habitats, it has become important to establish and maintain linkages, or movement corridors, for animals to be able to access locations containing different biotic resources that are essential to maintaining their life cycles.

The importance of an area as a “movement corridor” depends on the species in question and its consistent use patterns. Animal movements generally can be divided into three major behavioral categories:

- Movements within a home range or territory;
- Movements during migration; and
- Movements during dispersal.

While no detailed study of animal movements has been conducted for the study area, knowledge of the site, its habitats, and the ecology of the species potentially occurring onsite permits sufficient predictions about the types of movements occurring in the region and whether or not proposed development would constitute a significant impact to animal movements.

As noted in Section 2.1, a number of wildlife species may use the site as part of their home range and dispersal movements. However, the site itself lacks intrinsic features necessary or desirable for the regular and predictable movement of wildlife species through it in order to meet ecological requirements. Guadalupe River to the east of the site serves as a true movement corridor, but redevelopment of the site itself is not proposing to impact the creek.

## **2.3 SPECIAL STATUS PLANTS AND ANIMALS**

Several species of plants and animals within the state of California have low populations, limited distributions, or both. Such species may be considered “rare” and are vulnerable to extirpation as the state’s human population grows and the habitats these species occupy are converted to agricultural and urban uses. As described more fully in Section 3.2, state and federal laws have provided the California Department of Fish and Game (CDFG) and the U.S. Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting the diversity of plant and animal species native to the state. A sizable number of native plants and animals have been

formally designated as threatened or endangered under state and federal endangered species legislation. Others have been designated as “candidates” for such listing. Still others have been designated as “species of special concern” by the CDFG. The California Native Plant Society (CNPS) has developed its own set of lists of native plants considered rare, threatened, or endangered (CNPS 2001). Collectively, these plants and animals are referred to as “special status species.”

A number of special status plants and animals occur in the vicinity of the site (Figure 4). These species and their potential to occur in the study area are listed in Table 2 on the following pages. Sources of information for this table included *California’s Wildlife, Volumes I, II, and III* (Zeiner et. al 1988), *California Natural Diversity Data Base* (CDFG 2010), *Endangered and Threatened Wildlife and Plants* (USFWS 2009), *State and Federally Listed Endangered and Threatened Animals of California* (CDFG 2009), and *The California Native Plant Society’s Inventory of Rare and Endangered Vascular Plants of California* (CNPS 2001). This information was used to evaluate the potential for special status plant and animal species that occur onsite. Figure 4 depicts the location of special status species found by the California Natural Diversity Data Base (CNDDDB). It is important to note that the CNDDDB is a volunteer database; therefore, it may not contain all known or gray literature records.

A search of published accounts for all of the relevant special status plant and animal species was conducted for the San Jose East USGS 7.5-minute quadrangle in which the project site occurs, and for the eight bordering quadrangles (San Jose West, Los Gatos, Santa Teresa Hills, Mount Day, Lick Observatory, Morgan Hill, Calaveras Reservoir, and Milpitas) using the California Natural Diversity Data Base Rarefind 2011. All species listed as occurring in these quadrangles on CNPS Lists 1A, 1B, 2, or 4 were also reviewed.

As discussed above, the site is comprised of fallow agricultural land, seasonal farmland, and several associated buildings, including residences, and the site occurs in a densely developed region of the Santa Clara Valley. Serpentine, mesic, and coastal soils are lacking from the site; as such, those plant species that are uniquely adapted to these conditions are considered absent. These species include Tiburon paintbrush (*Castilleja affinis* spp. *neglecta*), pink creamsacks

(*Castilleja rubicundula* spp. *rubicundula*), coyote ceanothus (*Ceanothus ferrisiae*), Mt. Hamilton thistle (*Cirsium fontinale* var. *campylon*), Point Reyes bird's-beak (*Cordylanthus maritimus* ssp. *palustris*), Santa Clara Valley dudleya (*Dudleya abramsii* ssp. *setchellii*), Hoover's button-celery (*Eryngium aristulatum* var. *hooveri*), woolly-headed lessingia (*Lessingia hololeuca*), smooth lessingia (*Lessingia micradenia* var. *glabrata*), woodland woollythreads (*Monolopia gracilens*), Prostrate vernal pool navarretia (*Navarretia prostrata*), Metcalf Canyon jewel-flower (*Streptanthus albidus* ssp. *albidus*), most beautiful jewel-flower (*Streptanthus albidus* ssp. *peramoenus*), and California seablite (*Suaeda californica*).

Other plant species occur in habitats not present on the site (e.g., marshes and swamps, coniferous forest, chaparral, coastal scrub, etc.) or at elevations well above that of the site; therefore, these species are also considered absent from the site. These species include Santa Cruz Mountains pussypaws (*Calyptridium parryi* var. *hesseae*), chaparral harebell (*Campanula exigua*), Mt. Hamilton coreopsis (*Leptosyne hamiltonii*), Mt. Hamilton lomatium (*Lomatium observatorium*), Santa Cruz Mountains beardtongue (*Penstemon rattanii* var. *kleei*), Mt. Diablo phacelia (*Phacelia phacelioides*), hairless popcorn-flower (*Plagiobothrys glaber*), and rock sanicle (*Sanicula saxatilis*).

Similarly, animal species not expected to occur on the site because habitat requirements (e.g., coastal dunes, marshes, etc.) are not met include the vernal pool tadpole shrimp (*Lepidurus packardi*), Zayante band-winged grasshopper (*Trimerotropis infantilis*), bay checkerspot butterfly (*Euphydryas editha bayensis*), California clapper rail (*Rallus longirostris obsoletus*), California black rail (*Laterallus jamaicensis coturniculus*), western snowy plover (*Charadrius alexandrinus nivosus*), California least tern (*Sternula antillarum browni*), saltmarsh common yellowthroat (*Geothlypis trichas sinuosa*), Alameda song sparrow (*Melospiza melodia pusillula*), saltmarsh wandering shrew (*Sorex vagrans halicoetes*), saltmarsh harvest mouse (*Reithrodontomys raviventris*), and San Joaquin kit fox (*Vulpes macrotis mutica*).

Species with some likelihood to occur on the project site itself or in the surrounding vicinity are discussed further below.



**TABLE 2. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY**

PLANTS (adapted from CDFG 2011 and CNPS 2001)

*Species Listed as Threatened or Endangered under the State and/or Federal Endangered Species Act*

Species	Status	Habitat	*Occurrence in the Study Area
Robust spineflower ( <i>Chorizanthe robusta</i> var. <i>robusta</i> )	FE, CNPS 1B	<u>Habitat</u> : Maritime chaparral, openings of cismontane woodlands, coastal dunes, and coastal scrub on sandy or gravelly soils. <u>Elevation</u> : 3-300 meters. <u>Blooms</u> : April-September.	<b>Absent.</b> Suitable habitats for this species are lacking from the site. The site has been severely degraded through regular vegetation management activities, development, and impacts associated with the urban setting of the site location. Also, this species has not been documented within 5 miles of the study area.
Contra Costa goldfields ( <i>Lasthenia conjugens</i> )	FE, CNPS 1B	<u>Habitat</u> : Cismontane woodlands, alkaline playas, valley and foothill grasslands, and vernal pools. Occurs in mesic soils. <u>Elevation</u> : 0-470 meters. <u>Blooms</u> : March-June.	<b>Absent.</b> Suitable habitats and soils are lacking from the site. The site has been dramatically disturbed such that it would preclude the existence of the Contra Costa goldfields. Additionally, the nearest documented occurrence of this species was from 1958 and was located approximately 6.4 miles to the NE. That population is thought to have been extirpated.

*Other special status plants listed by CNPS*

Species	Status	Habitat	*Occurrence in the Study Area
Bent-flowered fiddleneck ( <i>Amsinckia lunaris</i> )	CNPS 1B	<u>Habitat</u> : Coastal bluff scrub, cismontane woodlands, and valley and foothill grasslands. <u>Elevation</u> : 3-500 meters. <u>Blooms</u> : March-June.	<b>Absent.</b> Habitat for this species is lacking from the site. The grassland value of the site has been severely degraded through management of the site and dense populations of non-native grassland species. Also, the nearest known occurrence of this species within the vicinity of the site was observed far from the site in the Mt. Diablo range to the east.
Alkali milk-vetch ( <i>Astragalus tener</i> var. <i>tener</i> )	CNPS 1B	<u>Habitat</u> : Playas, valley and foothill grasslands on adobe clay, and vernal pools. Occurs in alkaline soils. <u>Elevation</u> : 1-60 meters. <u>Blooms</u> : March-June.	<b>Absent.</b> Suitable habitats and soils are absent from the study area. The site has been dramatically disturbed such that it would preclude the existence of the Alkali milk-vetch. Also, adobe clays are not known to occur on the site and this species is not known to occur within 10 miles of the site.
Brittlescale ( <i>Atriplex depressa</i> )	CNPS 1B	<u>Habitat</u> : Chenopod scrub, meadows and seeps, playas, valley and foothill grasslands, and vernal pools. Occurs on alkaline or clay soils. <u>Elevation</u> : 1-320 meters. <u>Blooms</u> : April-October.	<b>Absent.</b> Suitable habitats for this species are completely lacking from the site. The site has been severely degraded through regular vegetation management activities, development, and impacts associated with the urban setting of the site location.
San Joaquin spearscale ( <i>Atriplex joaquiniana</i> )	CNPS 1B	<u>Habitat</u> : Chenopod scrub, meadows and seeps, playas, and valley and foothill grasslands on alkaline soils. <u>Elevation</u> : 1-835 meters. <u>Blooms</u> : April-October.	<b>Absent.</b> Suitable habitats and soils are absent from the property. The site has been severely degraded through regular vegetation management activities, development, and impacts associated with the urban setting of the site location. Also, the nearest known occurrence of this species was documented in 2001 approximately 17 miles NNW of the site.

**TABLE 2. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY**

**PLANTS – Cont’d.**

*Other special status plants listed by CNPS*

<b>Species</b>	<b>Status</b>	<b>Habitat</b>	<b>*Occurrence in the Study Area</b>
Big-scale balsamroot ( <i>Balsamorhiza macrolepis</i> var. <i>macrolepis</i> )	CNPS 1B	<u>Habitat</u> : Chaparral, cismontane woodland, and valley and foothill grassland, sometimes on serpentinite. <u>Elevation</u> : 90-1555 meters. <u>Blooms</u> : March-June.	<b>Absent.</b> Suitable habitats for this species are lacking from the site. The site has been severely degraded through regular vegetation management activities, development, and impacts associated with the urban setting of the site location.
Round-leaved filaree ( <i>California macrophylla</i> )	CNPS 1B	<u>Habitat</u> : Cismontane woodlands and valley and foothill grasslands on clay soils. <u>Elevation</u> : 15-1200 meters. <u>Blooms</u> : March-May.	<b>Absent.</b> Suitable habitats for this species are lacking from the site. The site has been severely degraded through regular vegetation management activities, development, and impacts associated with the urban setting of the site location. This species has not been documented within the Santa Clara Valley in more than 50 years.
Congdon’s Tarplant ( <i>Centromadia parryi</i> ssp. <i>congdonii</i> )	CNPS 1B	<u>Habitat</u> : Valley and foothill grassland on alkaline soils. <u>Elevation</u> : 1-230 meters. <u>Blooms</u> : May-October (uncommonly in November).	<b>Absent.</b> Suitable habitats for this species are lacking from the site. The site has been severely degraded through regular vegetation management activities, development, and impacts associated with the urban setting of the site location.
Santa Clara red ribbons ( <i>Clarkia concinna</i> ssp. <i>automixa</i> )	CNPS 4	<u>Habitat</u> : Chaparral and cismontane woodland. <u>Elevation</u> : 90-1500 meters. <u>Blooms</u> : May-June (uncommonly in April and July).	<b>Absent.</b> Suitable habitats for this species are lacking from the site. The site has been severely degraded through regular vegetation management activities, development, and impacts associated with the urban setting of the site location.
San Francisco collinsia ( <i>Collinsia multicolor</i> )	CNPS 1B	<u>Habitat</u> : Closed-cone coniferous forest and coastal scrub, sometimes on serpentinite. <u>Elevation</u> : 30-250 meters. <u>Blooms</u> : March-May.	<b>Absent.</b> Suitable habitats for this species are lacking from the site. The site has been severely degraded through regular vegetation management activities, development, and impacts associated with the urban setting of the site location.
Fragrant fritillary ( <i>Fritillaria liliacea</i> )	CNPS 1B	<u>Habitat</u> : Cismontane woodland, coastal prairie, coastal scrub, and valley and foothill grassland, often on serpentinite. <u>Elevation</u> : 3-410 meters. <u>Blooms</u> : February-April.	<b>Absent.</b> Suitable habitats and soils for this species are lacking from the site. The site has been severely degraded through regular vegetation management activities, development, and impacts associated with the urban setting of the site location.
Loma Prieta hoita ( <i>Hoita strobilina</i> )	CNPS 1B	<u>Habitat</u> : Chaparral, cismontane woodland, and riparian woodland, often on serpentinite or mesic soils. <u>Elevation</u> : 30-860 meters. <u>Blooms</u> : May-July (uncommonly in August through September).	<b>Absent.</b> Suitable habitats for this species are lacking from the site. The site has been severely degraded through regular vegetation management activities, development, and impacts associated with the urban setting of the site location. Also, the nearest known occurrence of this species was documented in 2005 approximately 4.7 miles S of the site.

**TABLE 2. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY**

**PLANTS – Cont’d.**

*Other special status plants listed by CNPS*

<b>Species</b>	<b>Status</b>	<b>Habitat</b>	<b>*Occurrence in the Study Area</b>
Arcuate bush-mallow ( <i>Malacothamnus arcuatus</i> )	CNPS 1B	<u>Habitat</u> : Chaparral and cismontane woodland. <u>Elevation</u> : 15-355 meters. <u>Blooms</u> : April-September.	<b>Absent.</b> Suitable habitats for this species are lacking from the site. The site has been severely degraded through regular vegetation management activities, development, and impacts associated with the urban setting of the site location. Furthermore, the nearest known occurrence of this species, documented in 1993, was located approximately 4.7 miles S of the site in the Santa Teresa County Park.
Hall’s bush-mallow ( <i>Malacothamnus hallii</i> )	CNPS 1B	<u>Habitat</u> : Chaparral and coastal scrub. <u>Elevation</u> : 10-760 meters. <u>Blooms</u> : May-September (uncommonly in October).	<b>Unlikely.</b> Suitable natural habitats for this species are lacking from the site; however, this perennial species has shown that it can grow in human altered habitats to a limited degree. This species is known to occur approximately 2 miles to the north on Communication Hill, but it is extremely unlikely that it could establish within the study area as it would require that it establish in spite of regular site discing and other disturbances.
Mt. Diablo cottonweed ( <i>Microseris amphibolus</i> )	CNPS 3	<u>Habitat</u> : Rocky soils of broadleaved upland forests, chaparral, cismontane woodland, and valley and foothill grasslands. <u>Elevation</u> : 45-825 meters. <u>Blooms</u> : March-May.	<b>Absent.</b> Suitable habitats and soils for this species are lacking from the site. The site has been severely degraded through regular vegetation management activities, development, and impacts associated with the urban setting of the site location.
Robust monardella ( <i>Monardella villosa</i> ssp. <i>globosa</i> )	CNPS 1B	<u>Habitat</u> : Openings in broadleaved upland forest and chaparral as well as in cismontane woodlands, coastal scrub, and transitional valley and foothill grasslands. <u>Elevation</u> : 100-915 meters. <u>Blooms</u> : June-July (uncommonly in August).	<b>Unlikely.</b> Suitable habitats for this species are lacking from the site. The site has been severely degraded through regular vegetation management activities, development, and impacts associated with the urban setting of the site location. The nearest known occurrence of this species, recorded in 2006, was documented more than 4.5 miles S of the site in Santa Teresa County Park.
California groundsel ( <i>Senecio aphanactis</i> )	CNPS 2	<u>Habitat</u> : Chaparral, cismontane woodland, and coastal scrub, often on alkaline soils. <u>Elevation</u> : 15-800 meters. <u>Blooms</u> : January-April.	<b>Absent.</b> Suitable habitats for this species are lacking from the site. The site has been severely degraded through regular vegetation management activities, development, and impacts associated with the urban setting of the site location.
Caper-fruited tropidocarpum ( <i>Tropidocarpum capparideum</i> )	CNPS 1B	<u>Habitat</u> : Valley and foothill grassland, on alkaline hills <u>Elevation</u> : 1-455 meters <u>Blooms</u> : March-April	<b>Absent.</b> Suitable habitats and soils for this species are lacking from the site. The site has been severely degraded through regular vegetation management activities, development, and impacts associated with the urban setting of the site location.

**TABLE 2. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY**

ANIMALS (adapted from CDFG 2011 and USFWS 2009)

*Species Listed as Threatened or Endangered under the State and/or Federal Endangered Species Act*

Species	Status	Habitat	*Occurrence in the Study Area
Steelhead (Central California coast DPS) ( <i>Oncorhynchus mykiss irideus</i> )	FT, CSC	Migrate up fresh water rivers or streams in the spring and spend the remainder of the time in the ocean.	<b>Absent.</b> This species is absent from the site itself, but is known to occur in Guadalupe River which is located adjacent to the northeastern boundary of the site.
California tiger salamander ( <i>Ambystoma californiense</i> )	FT, CT	Breeds in vernal pools and stock ponds of central California; adults aestivate in grassland habitats adjacent to the breeding sites.	<b>Absent.</b> Suitable aestivation and breeding habitat is absent from the site and the immediate vicinity of the site. The nearest known population of California tiger salamanders occurs approximately 2.1 miles N of the site in a large stock pond. This population is isolated from the study area by both distance and a significant amount of urban development. Furthermore, the Guadalupe River is not an appropriate migration corridor for this species.
California red-legged frog ( <i>Rana aurora draytonii</i> )	FT, CSC	Rivers, creeks and stock ponds of the Sierra foothills and coast range, preferring pools with overhanging vegetation.	<b>Absent.</b> This species would be absent from the site due to complete lack of suitable aquatic habitat. This species is known to occur in Guadalupe Creek which is upstream from the Guadalupe River. Should a California red-legged frog occur within the Guadalupe River itself, it would not be expected to leave the river to travel into the ruderal agricultural fields of the site. The nearest documented occurrence of this species is from 2000 and was documented on the north shore of the Guadalupe Reservoir, 4 miles S of the site.

*Federal Protected Species and State Species of Special Concern*

Species	Status	Habitat	*Occurrence in the Study Area
Chinook salmon (Central Valley Fall-run) ( <i>Oncorhynchus tsawytscha</i> )	CSC	Migrate up fresh water rivers or streams in the spring and spend the remainder of the time in the ocean.	<b>Absent.</b> This species is absent from the site itself, but is known to occur in Guadalupe River which is located adjacent to the northeastern boundary of the site.
Foothill yellow-legged frog ( <i>Rana boylei</i> )	CSC	Frequents partly shaded, shallow, swiftly-flowing streams and riffles with rocky substrate in a variety of habitats.	<b>Absent.</b> Suitable habitat is absent from the site itself as well as from within the adjacent reach of the Guadalupe River. This species has been documented in 2000 approximately 4 miles upstream from the Guadalupe River, within Guadalupe Creek.
Coast horned lizard ( <i>Phrynosoma blainvillii</i> )	CSC	Found in grasslands, scrublands, oak woodlands, etc. of central California. Common in lowlands along sandy washes where scattered low shrubs provide cover.	<b>Absent.</b> Suitable habitat is absent from the site. Also, the nearest documented occurrence of this species is from 2009 at the Calero Reservoir more than 6 miles SE of the study area.

**TABLE 2. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY**

**ANIMALS – Cont’d.**

**Federal Protected Species and State Species of Special Concern**

<b>Species</b>	<b>Status</b>	<b>Habitat</b>	<b>*Occurrence in the Study Area</b>
Western pond turtle ( <i>Actinemys marmorata</i> )	CSC	An aquatic turtle of ponds, marshes, slow-moving rivers, streams and irrigation ditches with aquatic vegetation. Needs basking sites and sandy banks or grassy open fields for egg laying.	<b>Unlikely.</b> This species would be unlikely to occur on the site itself, but is known to occur in Guadalupe River. The nearest documented occurrence was from 1997 and occurred approximately 0.6 miles downstream from the site to the north. It would be unexpected for this species to be driven to climb the steep western bank and enter into the disturbed agricultural lands of the site.
Golden Eagle ( <i>Aquila chrysaetos</i> )	CSC, CP	Typically frequents rolling foothills, mountain areas, sage-juniper flats and desert.	<b>Unlikely.</b> Marginally suitable nesting habitat occurs within the site; however, it would be unlikely for a golden eagle to occur on the site due to the extensive urban setting within which the study area sits. There is, however, a slight potential that a foraging or transient individual could pass over the site from time to time.
White-tailed kite ( <i>Elanus caeruleus</i> )	CP	Open grasslands and agricultural areas throughout central California.	<b>Possible.</b> Marginally suitable foraging habitat is present within the study area, and breeding habitat is present in the form of trees found along the margins of the site near and within the Guadalupe River riparian corridor.
Peregrine falcon ( <i>Falco peregrinus</i> )	Federal Species of Concern, CSC	Individuals breed on cliffs in the Sierra or in coastal habitats; occurs in many habitats of the state during migration and winter.	<b>Possible.</b> Suitable nesting habitat is absent from the site itself for the peregrine falcon. There is, however, a chance that an occasional foraging event takes place on the site or that a transient could pass over the site.
Northern Harrier ( <i>Circus cyaneus</i> )	CSC	Frequents meadows, grasslands, open rangelands, freshwater emergent wetlands; uncommon in wooded habitats.	<b>Possible.</b> Marginally suitable foraging habitat is present within the study area, however breeding habitat is extremely marginal. This species would be expected to fly over the site from time to time en route to more suitable habitats.
Burrowing owl ( <i>Athene cunicularia</i> )	CSC	Found in open, dry grasslands, deserts and ruderal areas. Requires suitable burrows to establish. This species is often associated with California ground squirrels.	<b>Absent.</b> The site currently does not provide known burrowing owl habitat. Various burrowing owl surveys have been conducted on the site over the last 15 years, the most recent of which was a protocol-level burrowing owl survey of the site conducted by LOA in July and August 2010. During these surveys burrowing owls and evidence of burrowing owls were not observed. Due to the lack of observed owls over the years, the owl is currently considered to be absent. The nearest documented occurrences of this species was from 2.3 miles NNE of the site at Communications Hill in 2009.

**TABLE 2. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY**

**ANIMALS – Cont’d.**

***Federal Protected Species and State Species of Special Concern***

<b>Species</b>	<b>Status</b>	<b>Habitat</b>	<b>*Occurrence in the Study Area</b>
Loggerhead shrike ( <i>Lanius ludovicianus</i> )	CSC	Nests in tall shrubs and dense trees, forages in grasslands, marshes, and ruderal habitats.	<b>Possible.</b> Suitable foraging habitat and marginally suitable nesting habitat is present on the site for this species.
California yellow warbler ( <i>Dendroica petechia brewster</i> )	CSC	Migrants move through many habitats of Sierra and its foothills. This species breeds in riparian thickets of alder, willow and cottonwoods.	<b>Possible.</b> Suitable breeding and foraging habitat occur within the riparian habitat adjacent to the site. A small segment of the northeast boundary of the site supports riparian habitat that could provide for the California yellow warbler. Therefore, it is possible for this species to move onto the site from time to time. Breeding within the study area would be highly unlikely.
Tricolored blackbird ( <i>Agelaius tricolor</i> )	CSC	Breeds near fresh water, primarily emergent wetlands, with tall thickets. Forages in nearby grassland and cropland habitats.	<b>Unlikely.</b> Suitable nesting habitat for this species is absent from the site. Marginal foraging habitat for this species is present but would not be expected to be utilized in a significant way.
Vaux’s Swift ( <i>Chaetura vauxi</i> )	CSC	Migrants and transients found throughout many habitats of California. Breeds in tree hollow in woodlands near water in Northern California.	<b>Possible.</b> Suitable nesting habitat is absent from the site itself. There is however a slight potential that a foraging or transient individual could pass over the site from time to time.
Black swift ( <i>Cypseloides niger</i> )	CSC	Migrants and transients found throughout many habitats of state. Breeds on cliffs in restricted areas of the state.	<b>Possible.</b> Suitable nesting habitat is absent from the site itself. There is however a slight potential that a foraging or transient individual could pass over the site from time to time.
Pallid bat ( <i>Antrozous pallidus</i> )	CSC	Grasslands, chaparral, woodlands, and forests of California; most common in dry rocky open areas. Roosts in rocky outcrops, cliffs, caves, mines, hollow trees, and buildings.	<b>Possible.</b> Potentially suitable habitat is present within the property in the form of foraging habitat and marginally suitable roosting habitat within the buildings of the site. In addition they may occur within the riparian habitat as a suitable foraging corridor. This species was documented less than 3 miles SW of the site in 2004.
San Francisco dusky-footed woodrat ( <i>Neotoma fuscipes annectens</i> )	CSC	Found in hardwood forests, oak riparian and shrub habitats.	<b>Unlikely.</b> This species is absent from the site itself due to the absence of suitable habitat, but it may occur along Guadalupe River which is located adjacent to the northeastern boundary of the site.
Ringtail ( <i>Bassariscus astutus</i> )	CP	Occurs in dry, rocky, mountainous areas of California, but may also occur in heavily wooded areas such as riparian habitats.	<b>Unlikely.</b> Marginally suitable habitat is present along Guadalupe River for the ringtail, though the river would serve primarily as a migratory route for this species. This species may occur within some of the larger riparian trees along the northeastern boundary of the site.

**TABLE 2. LIST OF SPECIAL STATUS SPECIES THAT COULD OCCUR IN THE PROJECT VICINITY**

**ANIMALS – Cont’d.**

***Federal Protected Species and State Species of Special Concern***

<b>Species</b>	<b>Status</b>	<b>Habitat</b>	<b>*Occurrence in the Study Area</b>
American badger ( <i>Taxidea taxus</i> )	CSC	Found in drier open stages of most shrub, forest and herbaceous habitats with friable soils.	<b>Absent.</b> Suitable denning and foraging habitat is absent from the site. This species is not known to occur within this part of the county.

**\*Explanation of Occurrence Designations and Status Codes**

Present: Species observed on the sites at time of field surveys or during recent past.

Likely: Species not observed on the site, but it may reasonably be expected to occur there on a regular basis.

Possible: Species not observed on the sites, but it could occur there from time to time.

Unlikely: Species not observed on the sites, and would not be expected to occur there except, perhaps, as a transient.

Absent: Species not observed on the sites, and precluded from occurring there because habitat requirements not met.

**STATUS CODES**

FE	Federally Endangered	CE	California Endangered
FT	Federally Threatened	CT	California Threatened
FPE	Federally Endangered (Proposed)	CR	California Rare
FC	Federal Candidate	CP	California Protected
		CSC	California Species of Special Concern
CNPS	California Native Plant Society Listing		
1A	Plants Presumed Extinct in California	3	Plants about which we need more information – a review list
1B	Plants Rare, Threatened, or Endangered in California and elsewhere	4	Plants of limited distribution – a watch list
2	Plants Rare, Threatened, or Endangered in California, but more common elsewhere		

## 2.5 JURISDICTIONAL WATERS

Jurisdictional waters include rivers, creeks, and drainages that have a defined bed and bank and which, at the very least, carry ephemeral flows. Jurisdictional waters also include lakes, ponds, reservoirs, and wetlands. Such waters may be subject to the regulatory authority of the U.S. Army Corps of Engineers (USACE), the California Department of Fish and Game (CDFG), and the California Regional Water Quality Control Board (RWQCB). Aquatic features are typically only considered to be jurisdictional if they connect to other Waters of the United States per the U.S Supreme Court decision *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers* (SWANCC Decision) and *Rapanos v. United States* and *Carabell v. Army Corps of Engineers* (referred together as the Rapanos decision). See Section 3.2.4 of this report for additional information. However, jurisdictional waters are absent from the project site itself.

## 2.6 TREES OF THE STUDY AREA

In general trees serve important ecological services, both structurally and functionally, which support the needs of both human and local wildlife species. Trees serve to filter and absorb storm water, cool ambient temperatures, and provide habitat and forage to wildlife, including providing nesting habitat for numerous migratory bird species.

As described above (Section 2.1), trees were found in all of the biotic habitats observed on the site. In accordance with the City of San Jose's tree ordinance (Section 3.2.5), a formal tree survey was conducted by LOA botanist and certified arborist Neal Kramer and LOA ecologist Nathan Hale, on August 3, 2010, at which time the species, circumference at 24 inches above the natural grade of slope (as required by the City of San Jose instead of diameter at breast height), height, native or non-native status, health, and location of all trees occurring on the site were recorded (Figure 5; Table 3; Appendix A).

A total of 121 trees were formally surveyed on the site (Figure 5; Table 3). Of these, 39 met the criterion for an ordinance-size tree (i.e., a trunk circumference of 56 inches measured at 24 inches above the natural grade of slope). Native trees comprised 18 of the 39 ordinance trees.

Live Oak Associates, Inc.

Almaden Ranch

Tree Survey

Date 3/22/2011

Project # 1465-01

Figure #

5

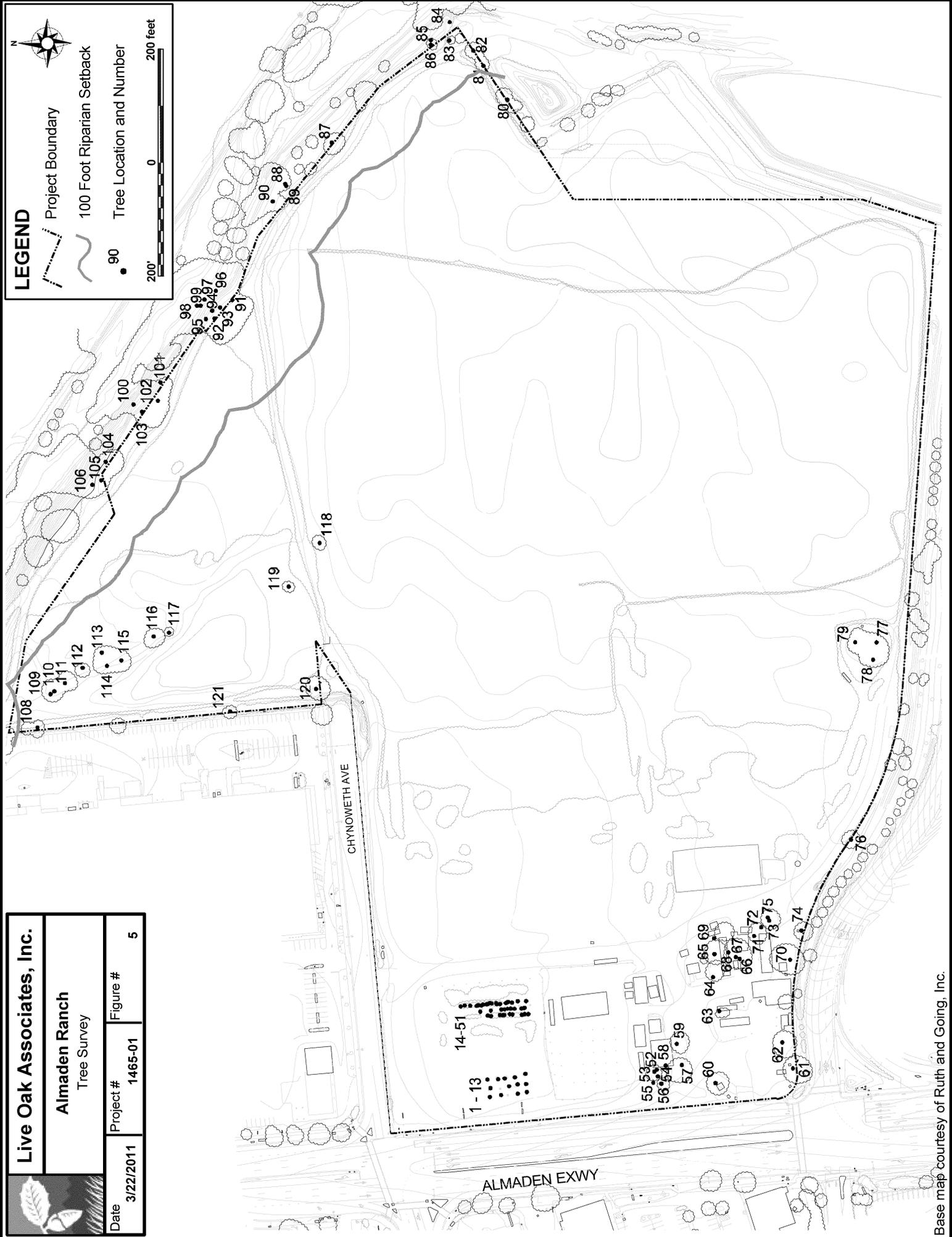
LEGEND

Project Boundary



100 Foot Riparian Setback

Tree Location and Number



**TABLE 3. TREES OF THE STUDY AREA**

Tree #	Common Name	Scientific Name	Diameter (inches) at 24" above grade	Circumference (inches) at 24" above grade	Height (approx.)	Spread (approx.)	Ordinance Tree*	Native	General Condition**
1	Cherry	<i>Prunus avium</i>	2+1.5+2.5 = 6	18.8	12'	8'	-	-	Good
2	Cherry	<i>Prunus avium</i>	2.5+1+1 = 4.5	14.1	13'	8'	-	-	Fair
3	Cherry	<i>Prunus avium</i>	3+1 = 4	12.6	13'	8'	-	-	Good
4	Cherry	<i>Prunus avium</i>	2.5+1+1 = 4.5	14.1	12'	7'	-	-	Fair
5	Cherry	<i>Prunus avium</i>	2+3+1.5 = 6.5	20.4	16'	9'	-	-	Good
6	Cherry	<i>Prunus avium</i>	2.5+1.5+1+1+2 = 8	25.1	18'	10'	-	-	Good
7	Cherry	<i>Prunus avium</i>	3+1+1+2 = 7	22.0	17'	9'	-	-	Good
8	Cherry	<i>Prunus avium</i>	3+2.5 = 5.5	17.3	12'	8'	-	-	Good
9	Cherry	<i>Prunus avium</i>	2+2.5+1+1+2+2+1 = 11.5	36.1	16'	10'	-	-	Fair
10	Cherry	<i>Prunus avium</i>	2+3+1.5 = 6.5	20.4	12'	8'	-	-	Fair
11	Cherry	<i>Prunus avium</i>	2.5+3+1+1 = 7.5	23.6	19'	12'	-	-	Good
12	Cherry	<i>Prunus avium</i>	4+2+1.5 = 7.5	23.6	17'	9'	-	-	Good
13	Cherry	<i>Prunus avium</i>	3.5	11.0	17'	9'	-	-	Good
14	Monterey Pine	<i>Pinus radiata</i>	2	6.3	8'	4'	-	-	Good
15	Monterey Pine	<i>Pinus radiata</i>	2.5	7.9	13'	7'	-	-	Good
16	Monterey Pine	<i>Pinus radiata</i>	2	6.3	12'	5'	-	-	Good
17	Monterey Pine	<i>Pinus radiata</i>	2.5	7.9	11'	7'	-	-	Good
18	Monterey Pine	<i>Pinus radiata</i>	2.5	7.9	11'	6'	-	-	Good
19	Monterey Pine	<i>Pinus radiata</i>	2.5	7.9	12'	7'	-	-	Good
20	Monterey Pine	<i>Pinus radiata</i>	2	6.3	8'	5'	-	-	Good
21	Monterey Pine	<i>Pinus radiata</i>	2	6.3	10'	5'	-	-	Good
22	Monterey Pine	<i>Pinus radiata</i>	2	6.3	10'	5'	-	-	Good

**TABLE 3. TREES OF THE STUDY AREA (cont'd)**

Tree #	Common Name	Scientific Name	Diameter (inches) at 24" above grade	Circumference (inches) at 24" above grade	Height (approx.)	Spread (approx.)	Ordinance Tree*	Native	General Condition**
23	Monterey Pine	<i>Pinus radiata</i>	2	6.3	9'	5'	-	-	Good
24	Monterey Pine	<i>Pinus radiata</i>	2	6.3	11'	6'	-	-	Good
25	Monterey Pine	<i>Pinus radiata</i>	2	6.3	11'	7'	-	-	Good
26	Monterey Pine	<i>Pinus radiata</i>	2	6.3	12'	8'	-	-	Good
27	Monterey Pine	<i>Pinus radiata</i>	2.5	7.9	14'	6'	-	-	Good
28	Monterey Pine	<i>Pinus radiata</i>	2	6.3	13'	7'	-	-	Good
29	Monterey Pine	<i>Pinus radiata</i>	2	6.3	13'	7'	-	-	Good
30	Monterey Pine	<i>Pinus radiata</i>	2	6.3	12'	6'	-	-	Good
31	Monterey Pine	<i>Pinus radiata</i>	2.5	7.9	15'	8'	-	-	Good
32	Monterey Pine	<i>Pinus radiata</i>	2	6.3	13'	5'	-	-	Good
33	Monterey Pine	<i>Pinus radiata</i>	3	9.4	16'	9'	-	-	Good
34	Monterey Pine	<i>Pinus radiata</i>	2.5	7.9	14'	7'	-	-	Good
35	Monterey Pine	<i>Pinus radiata</i>	2	6.3	10'	5'	-	-	Good
36	Monterey Pine	<i>Pinus radiata</i>	2.5	7.9	11'	7'	-	-	Good
37	Monterey Pine	<i>Pinus radiata</i>	2.5	7.9	13'	7'	-	-	Good
38	Monterey Pine	<i>Pinus radiata</i>	1.5+1.5 = 3	9.4	8'	7'	-	-	Fair
39	Monterey Pine	<i>Pinus radiata</i>	2	6.3	8'	6'	-	-	Good
40	Monterey Pine	<i>Pinus radiata</i>	2.5	7.9	16'	8'	-	-	Good
41	Monterey Pine	<i>Pinus radiata</i>	3	9.4	16'	7'	-	-	Good
42	Monterey Pine	<i>Pinus radiata</i>	2	6.3	12'	5'	-	-	Good
43	Monterey Pine	<i>Pinus radiata</i>	2.5	7.9	13'	6'	-	-	Good
44	Monterey Pine	<i>Pinus radiata</i>	2	6.3	11'	6'	-	-	Good
45	Monterey Pine	<i>Pinus radiata</i>	3	9.4	14'	8'	-	-	Good
46	Monterey Pine	<i>Pinus radiata</i>	2	6.3	9'	4'	-	-	Fair

**TABLE 3. TREES OF THE STUDY AREA (cont'd)**

Tree #	Common Name	Scientific Name	Diameter (inches) at 24" above grade	Circumference (inches) at 24" above grade	Height (approx.)	Spread (approx.)	Ordinance Tree*	Native	General Condition**
47	Monterey Pine	<i>Pinus radiata</i>	3	9.4	16'	9'	-	-	Good
48	Monterey Pine	<i>Pinus radiata</i>	2	6.3	9'	4'	-	-	Fair
49	Monterey Pine	<i>Pinus radiata</i>	2	6.3	11'	5'	-	-	Good
50	Monterey Pine	<i>Pinus radiata</i>	3	9.4	14'	9'	-	-	Good
51	Monterey Pine	<i>Pinus radiata</i>	2.5	7.9	10'	6'	-	-	Good
52	American Arborvitae	<i>Thuja occidentalis</i>	9	28.3	13'	8'	-	-	Fair
53	Silver Wattle	<i>Acacia dealbata</i>	5.5+3+3.5+4 = 16	50.3	26'	20	-	-	Fair
54	Oriental Persimmon	<i>Diospyros kaki</i>	4	12.6	12'	12'	-	-	Good
55	Silver Wattle	<i>Acacia dealbata</i>	13	40.8	24'	18'	-	-	Poor
56	Silver Wattle	<i>Acacia dealbata</i>	4	12.6	18'	18'	-	-	Poor
57	Silver Wattle	<i>Acacia dealbata</i>	25	78.5	34'	36'	X	-	Poor
58	American Arborvitae	<i>Thuja occidentalis</i>	2+2+1.5+1.5+2 = 10.5	33.0	13'	9'	-	-	Good
59	Italian Stone Pine	<i>Pinus pinea</i>	20	62.8	24'	24'	X	-	Fair
60	Black Locast	<i>Robinia pseudoacacia</i>	20	62.8	42'	30'	X	-	Fair
61	Littleleaf Linden	<i>Tilia cordata</i>	19	59.7	36'	30'	X	-	Fair
62	Olive	<i>Olea europaea</i>	56	175.9	32'	45'	X	-	Good
63	Peach	<i>Prunus persica</i>	7.5	23.6	10'	12'	-	-	Fair
64	English Walnut	<i>Juglans regia</i>	16	50.3	24'	25'	-	-	Fair
65	Black Locast	<i>Robinia pseudoacacia</i>	25	78.5	45'	35'	X	-	Fair
66	Trident Maple	<i>Acer buergerianum</i>	21	66.0	25'	30'	X	-	Good
67	Black Locast	<i>Robinia pseudoacacia</i>	21	66.0	40'	36'	X	-	Fair
68	Black Locast	<i>Robinia pseudoacacia</i>	16.5+10 = 26.5	83.3	38'	25'	X	-	Fair
69	Black Locast	<i>Robinia pseudoacacia</i>	18.5	58.1	34'	27'	X	-	Fair

**TABLE 3. TREES OF THE STUDY AREA (cont'd)**

Tree #	Common Name	Scientific Name	Diameter (inches) at 24" above grade	Circumference (inches) at 24" above grade	Height (approx.)	Spread (approx.)	Ordinance Tree*	Native	General Condition**
70	Black Walnut	<i>Juglans hindsii</i>	37.5	117.8	36'	48'	X	-	Fair
71	English Walnut	<i>Juglans regia</i>	11.5+9 = 20.5	64.4	18'	18'	X	-	Poor
72	Plum	<i>Prunus domestica</i>	12.5	39.3	17'	12'	-	-	Fair
73	Blue Elderberry	<i>Sambucus mexicana</i>	15+7+2.5+2+3+4 = 33.5	105.2	21'	26'	X	X	Fair
74	Black Walnut	<i>Juglans hindsii</i>	9+4+3 = 16	50.3	22'	25'	-	-	Poor
75	Black Locast	<i>Robinia pseudoacacia</i>	8.5+2 = 10.5	33.0	28'	20'	-	-	Fair
76	Blue Elderberry	<i>Sambucus mexicana</i>	6+7+2+2+3+9 = 29	91.1	22'	25'	X	X	Fair
77	Elm	<i>Ulmus sp.</i>	8+7+10+4+6+8+14 +5+7+6+5+3+12+12+7+5+3+10 = 132	414.7	25'	40'	X	-	Fair
78	Elm	<i>Ulmus sp.</i>	6.5	20.4	20'	15'	-	-	Fair
79	Blue Elderberry	<i>Sambucus mexicana</i>	20+10+15+7+2+3 = 57	179.1	23'	22'	X	X	Poor
80	Blue Elderberry	<i>Sambucus mexicana</i>	9+8+5+10+4+6+3 +5+3 = 53	166.5	16'	24'	X	X	Fair
81	Blue Elderberry	<i>Sambucus mexicana</i>	4+3+5+3+6+6+3+5+3 = 38	119.4	18'	20'	X	X	Fair
82	Myoporum	<i>Myoporum laetum</i>	6+3+3+4+7+8+4+3 = 38	119.4	16'	26'	X	-	Fair
83	Coast Live Oak	<i>Quercus agrifolia</i>	7.5+2.5 = 10	31.4	15'	10'	-	X	Good
84	Olive	<i>Olea europaea</i>	8.5	26.7	18'	10'	-	-	Good
85	Valley Oak	<i>Quercus lobata</i>	6.5+2 = 8.5	26.7	20'	12'	-	X	Good
86	Coast Live Oak	<i>Quercus agrifolia</i>	4.5	14.1	12'	6'	-	X	Fair
87	Black Walnut	<i>Juglans hindsii</i>	7+8.5+9+14 = 38.5	121.0	16'	33'	X	-	Good

**TABLE 3. TREES OF THE STUDY AREA (cont'd)**

Tree #	Common Name	Scientific Name	Diameter (inches) at 24" above grade	Circumference (inches) at 24" above grade	Height (approx.)	Spread (approx.)	Ordinance Tree*	Native	General Condition**
88	Blue Elderberry	<i>Sambucus mexicana</i>	5+5+4.5+4+2+3 = 23.5	73.8	20'	12'	X	X	Fair
89	Blue Elderberry	<i>Sambucus mexicana</i>	2+4 = 6	18.8	14'	8'	-	X	Fair
90	Valley Oak	<i>Quercus lobata</i>	2.5	7.9	10'	6'	-	X	Good
91	Western Sycamore	<i>Platanus racemosa</i>	14+4.5 = 18.5	58.1	48'	27'	X	X	Good
92	Western Sycamore	<i>Platanus racemosa</i>	13+4.5+2.5+2 = 22	69.1	38'	30'	X	X	Good
93	Western Sycamore	<i>Platanus racemosa</i>	8.5	26.7	35'	15'	-	X	Good
94	Western Sycamore	<i>Platanus racemosa</i>	6+2+2+13+10+18 = 53	166.5	65'	36'	X	X	Good
95	Western Sycamore	<i>Platanus racemosa</i>	16+14.5+8+4.5+9.5 = 52.5	164.9	55'	40'	X	X	Good
96	Western Sycamore	<i>Platanus racemosa</i>	29+34+14 = 77	241.9	80'	78'	X	X	Good
97	Western Sycamore	<i>Platanus racemosa</i>	22	69.1	36'	30'	X	X	Good
98	Western Sycamore	<i>Platanus racemosa</i>	43+24.5+2.5+2.5 = 72.5	227.8	80'	58'	X	X	Good
99	Blue Elderberry	<i>Sambucus mexicana</i>	2.5+2+2 = 6.5	20.4	12'	10'	X	X	Good
100	Western Sycamore	<i>Platanus racemosa</i>	31+20.5+27 = 78.5	246.6	55'	80'	X	X	Good
101	Blue Elderberry	<i>Sambucus mexicana</i>	4.5+3+5+3 = 15.5	48.7	15'	12'	-	X	Fair
102	Unknown ornamental	(non-native species)	2+2+3+3+2+2 = 14	44.0	18'	10'	-	-	Fair
103	Blue Elderberry	<i>Sambucus mexicana</i>	5+3.5 = 8.5	26.7	16'	15'	-	X	Fair
104	Black Walnut	<i>Juglans hindsii</i>	29+19 = 48	150.8	35'	45'	X	-	Fair
105	Blue Elderberry	<i>Sambucus mexicana</i>	6	18.8	12'	9'	-	X	Fair
106	Red Willow	<i>Salix lucvigata</i>	33	103.7	45'	60'	X	X	Fair
107	Olive	<i>Olea europaea</i>	7+3+2 = 12	37.7	20'	12'	-	-	Fair
108	Valley Oak	<i>Quercus lobata</i>	12	37.7	30'	25'	-	X	Good

**TABLE 3. TREES OF THE STUDY AREA (cont'd)**

Tree #	Common Name	Scientific Name	Diameter (inches) at 24" above grade	Circumference (inches) at 24" above grade	Height (approx.)	Spread (approx.)	Ordinance Tree*	Native	General Condition**
109	Black Walnut	<i>Juglans hindsii</i>	20.5+18+8 = 46.5	146.1	28'	30'	X	-	Fair
110	Blue Elderberry	<i>Sambucus mexicana</i>	6.5+3+4+3+7.5 = 24	75.4	18'	18'	X	X	Fair
111	Black Walnut	<i>Juglans hindsii</i>	6+25 = 31	97.4	45'	35'	X	-	Fair
112	Black Walnut	<i>Juglans hindsii</i>	26+4+5 = 35	110.0	17'	26'	X	-	Fair
113	Western Sycamore	<i>Platanus racemosa</i>	27	84.8	60'	42'	X	X	Good
114	Valley Oak	<i>Quercus lobata</i>	2.5	7.9	12'	6'	-	X	Good
115	Black Walnut	<i>Juglans hindsii</i>	12.5+18+25 = 55.5	174.4	35'	45'	X	-	Fair
116	Black Walnut	<i>Juglans hindsii</i>	8.5+11.5+6.5 = 26.5	83.3	28'	30'	X	-	Fair
117	Black Walnut	<i>Juglans hindsii</i>	4.5+5.5+5 = 15	47.1	18'	18'	-	-	Fair
118	Unknown ornamental	( <i>non-native species</i> )	2+2+2+9 = 15	47.1	22'	15'	-	-	Fair
119	Blue Elderberry	<i>Sambucus mexicana</i>	3.5+3.5+3+3+2 = 15	47.1	15'	12'	-	-	Fair
120	Valley Oak	<i>Quercus lobata</i>	19.5	61.3	38'	38'	X	X	Good
121	Valley Oak	<i>Quercus lobata</i>	10	31.4	32'	26'	-	X	Fair

\* In addition to being indicated in the Ordinance Tree Column, ordinance tree numbers and names are shown in bold. (For photographs and discussions of each individual ordinance tree see Appendix A)

\*\* General Condition ratings are based on the following criteria:

Good = 80-100% healthy foliage and no significant defects;

Fair = 50-79% healthy foliage and/or minor defects;

Poor = 5-49% healthy foliage and/or other significant defects;

Dead = less than 5% healthy foliage

### 3.0 IMPACTS AND MITIGATIONS

#### 3.1 SIGNIFICANCE CRITERIA

General plans, area plans, and specific projects are subject to the provisions of the California Environmental Quality Act (CEQA). The purpose of CEQA is to assess the impacts of proposed projects on the environment before they are constructed. For example, site development may require the removal of some or all of its existing vegetation. Animals associated with this vegetation could be destroyed or displaced. Animals adapted to humans, roads, buildings, pets, etc. could potentially replace those species formerly occurring on a site. Plants and animals that are state and/or federally listed as threatened or endangered may be destroyed or displaced. Sensitive habitats such as wetlands and riparian woodlands may be altered or destroyed. These impacts may be considered significant or not. According to *Guide to the California Environmental Quality Act*, “Significant effect on the environment” is interpreted as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic interest. Specific project impacts to biological resources may be considered “significant” if they will:

- Have a substantial adverse effect, the directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery site;

- Reduce substantially the habitat of a fish or wildlife species, including causing a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate an animal community;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;
- Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Furthermore, CEQA Guidelines Section 15065 states that a project may trigger the requirement to make a “mandatory findings of significance” if “the project has the potential to subsequently degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range on an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory.”

## **3.2 RELEVANT GOALS, POLICIES, AND LAWS**

### **3.2.1 Threatened and Endangered Species**

State and federal “endangered species” legislation has provided the California Department of Fish and Game (CDFG) and the U.S. Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Species listed as threatened or endangered under provisions of the state and federal endangered species acts, candidate species for such listing, state species of special concern, and some plants listed as endangered by the California Native Plant Society are collectively referred to as “species of special status.” Permits may be required from both the CDFG and USFWS if activities associated with a proposed project will result in the “take” of a listed species. “Take” is defined by the state of California as “to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill” (California Fish and Game Code, Section 86). “Take” is more broadly defined by the federal Endangered Species Act to include “harm” (16 USC, Section 1532(19), 50 CFR, Section 17.3). Furthermore, the CDFG and the USFWS are responding agencies under the California Environmental Quality Act (CEQA). Both

agencies review CEQA documents in order to determine the adequacy of their treatment of endangered species issues and to make project-specific recommendations for their conservation.

### **3.2.2 Migratory Birds**

State and federal laws also protect most birds. The Federal Migratory Bird Treaty Act (16 U.S.C., sec. 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs.

### **3.2.3 Birds of Prey**

Birds of prey are also protected in California under provisions of the State Fish and Game Code, Section 3503.5, which states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered “taking” by the CDFG.

### **3.2.4 Wetlands and Other Jurisdictional Waters**

Natural drainage channels and adjacent wetlands may be considered “Waters of the United States” (hereafter referred to as “jurisdictional waters”) subject to the jurisdiction of the U.S. Army Corps of Engineers (USACE). The extent of jurisdiction has been defined in the Code of Federal Regulations but has also been subject to interpretation of the federal courts. Jurisdictional waters generally include:

- All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;
- All interstate waters including interstate wetlands;
- All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce;

- All impoundments of waters otherwise defined as waters of the United States under the definition;
- Tributaries of waters identified in paragraphs (a)(1)-(4) (i.e. the bulleted items above).

As recently determined by the United States Supreme Court in *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers* (the SWANCC decision), channels and wetlands isolated from other jurisdictional waters cannot be considered jurisdictional on the basis of their use, hypothetical or observed, by migratory birds. However, the U.S Supreme Court decisions *Rapanos v. United States* and *Carabell v. U.S. Army Corps of Engineers* impose a "significant nexus" test for federal jurisdiction over wetlands. In June 2007, the USACE and Environmental Protection Agency (EPA) established guidelines for applying the significant nexus standard. This standard includes 1) a case-by-case analysis of the flow characteristics and functions of the tributary or wetland to determine if they significantly affect the chemical, physical, and biological integrity of downstream navigable waters and 2) consideration of hydrologic and ecologic factors (EPA and USACE 2007).

The USACE regulates the filling or grading of such waters under the authority of Section 404 of the Clean Water Act. The extent of jurisdiction within drainage channels is defined by “ordinary high water marks” on opposing channel banks. Wetlands are habitats with soils that are intermittently or permanently saturated, or inundated. The resulting anaerobic conditions select for plant species known as hydrophytes that show a high degree of fidelity to such soils. Wetlands are identified by the presence of hydrophytic vegetation, hydric soils (soils saturated intermittently or permanently saturated by water), and wetland hydrology according to methodologies outlined in the 1987 Corps of Engineers Wetlands Delineation Manual (USACE 1987).

All activities that involve the discharge of fill into jurisdictional waters are subject to the permit requirements of the USACE (Wetland Training Institute, Inc. 1991). Such permits are typically issued on the condition that the applicant agrees to provide mitigation that result in no net loss of wetland functions or values. No permit can be issued until the Regional Water Quality Control Board (RWQCB) issues a certification (or waiver of such certification) that the proposed activity

will meet state water quality standards. The filling of isolated wetlands, over which the USACE has disclaimed jurisdiction under the SWANCC decision, is regulated by the RWQCB. It is unlawful to fill isolated wetlands without filing a Notice of Intent with the RWQCB. The RWQCB is also responsible for enforcing National Pollution Discharge Elimination System (NPDES) permits, including the General Construction Activity Storm Water Permit. All projects requiring federal money must also comply with Executive Order 11990 (Protection of Wetlands).

The California Department of Fish and Game has jurisdiction over the bed and bank of natural drainages according to provisions of Section 1601 and 1602 of the California Fish and Game Code (2003). Activities that would disturb these drainages are regulated by the CDFG via a Streambed Alteration Agreement. Such an agreement typically stipulates that certain measures will be implemented which protect the habitat values of the drainage in question.

### **3.2.5 City of San Jose Tree Removals Ordinance**

The City of San Jose has Tree Removal Controls (Chapter 13.32 of the San Jose Municipal Code), which regulate the removal of trees. The City's controls seek to:

Promote the health, safety, and welfare of the city by controlling the removal of trees in the city, as trees enhance the scenic beauty of the city, significantly reduce the erosion of topsoil, contribute to increased storm water quality, reduce flood hazards and risks of landslides, increase property values, reduce the cost of construction and maintenance of draining systems through the reduction of flow and the need to divert surface waters, contribute to energy efficiency and the reduction of urban temperatures, serve as windbreaks and are prime oxygen producers and air purification systems.

An "ordinance-size tree" is defined as any native or non-native tree with a circumference of 56 inches (usually with a diameter of 18 inches) at 24 inches above the natural grade of slope. For multi-trunk trees, the circumference is measured as the sum of the circumferences of all trunks at 24 inches above the natural grade of slope. A tree removal permit is required from the City prior to the removal of any trees covered under the ordinance. Prior to the issuance of a removal permit, the City requires that a formal tree survey be conducted which indicates the number, species, trunk circumference, diameter and location of all trees which would be removed or impacted by the project.

As described above (Section 2.6) a formal tree survey was conducted by LOA on August 3, 2010 the results of which are included in Section 2.6 and Appendix A. Trees of the site that were identified as ordinance-size and native species are shown in Table 3 (further discussion and photo-documentation of all ordinance-sized trees are included Appendix A). Potential conflicts with the San Jose Tree Ordinance are discussed below (Section 3.3.8).

### **3.2.6 City of San Jose Riparian Corridor Policy Study**

The City of San Jose has developed a riparian policy, which addresses several issues that relate to the identification, management, and protection of riparian resources within the City's Urban Service Area (USA). The City has assumed that riparian corridors outside the USA are substantially protected by the General Plan Policy's that govern these areas. This policy has noted that areas "outside the USA and not subject to specific General Plan direction regarding riparian protection, should be subject, at a minimum, to the development guidelines in this document" (City of San Jose, 1999).

Riparian corridors are defined as:

Any defined stream channels including the area up to the bank full-flow line, as well as all riparian (streamside) vegetation in contiguous adjacent uplands. Characteristic wood riparian vegetation species could include (but are not limited to): willow, *Salix* sp.; alder, *Alnus* sp.; box elder, *Acer negundo*; Fremont cottonwood, *Populus fremontii*; bigleaf maple, *Acer macrophyllum*; western sycamore, *Platanus racemosa*; and oaks, *Quercus* sp. Stream channels include all perennial and intermittent streams shown as a solid or dashed blue line on USGS topographic maps, and ephemeral streams or "arroyos" with well-defined channels and some evidence of scour or deposition (City of San Jose 1999, 3).

The City's Riparian Corridor Policy Study recommends the following riparian setback dimensions:

All buildings, other structures (with the exception of bridges and minor interpretative node structures), impervious surfaces, outdoor activity areas (except for passive or intermittent activities) and ornamental landscaped areas should be separated a minimum of 100 feet from the edge of the riparian corridor (or top of bank, whichever is greater) (City of San Jose, 1999, 31).

While the Policy does recommend a 100-foot setback along riparian systems within the USA, it also provides for exceptions to the 100-foot setback guideline. Exceptions include:

- Locations in or near downtown San Jose;
- Urban infill locations where most properties are already developed and parcels are generally small (one acre or less);
- Sites adjacent to small lower order tributaries whose riparian influence does not extend 100 feet;
- Sites with unusual geometric characteristics and/or disproportionately long riparian frontages;
- Instances where implementation of the project includes measures which can protect and enhance the riparian value of the corridor more than could a 100-foot setback;
- Recreation facilities deemed to be a critical need and for which alternative site locations are limited; and
- Utility or equipment installations or replacements of existing ones, which involve no significant disturbance to the riparian corridor during construction and operation, and generate only incidental human activity.

The Policy states that if one or more of the above circumstances [exceptions] are present, a reduced setback may be considered if:

- There is no reasonable alternative which avoids or reduces the encroachment into the setback area.
- The reduced setback will not significantly reduce or adversely impact the riparian corridor.
- There is no evidence of stream bank erosion or previous attempts to stabilize the stream banks which could be negatively affected by the proposed development.
- The granting of the exception will not be detrimental or injurious to adjacent and/or downstream properties.

The Policy also states that projects with setbacks less than 100 feet should be conditioned to any measures necessary to ensure compliance with the purpose of these guidelines, including but not limited to:

- Minimum reduced setbacks should be no less than 50 feet or, in urban infill areas, no less than 30 feet or no less than the average of existing setbacks on adjacent properties, whichever is greater.
- Minimum reduced setbacks for those limited redevelopment sites...should represent some significant setback conditions and should never be less than 30 feet.
- Seeding or planting of bare soil.

While the primary biological protection of the City's Riparian Corridor Policy Study is the aforementioned setback, the Policy also recommends that construction projects take additional measures to reduce impacts to riparian systems. Additional biologically relevant recommendations of the Policy that pertain to this project include:

- Guideline 2B: Windows on new structures should not have mirrored surfaces that glare into the riparian corridor;
- Guideline 2E: Night lighting should not be oriented directly into riparian areas to avoid light impacts on wildlife;
- Guideline 2F: Operation of mechanical equipment adjacent to the riparian corridor should not exceed open space noise levels as specified in the City of San Jose's General Plan. Stationary, noise-making mechanical equipment should be placed as far from the riparian corridor as necessary to maintain ambient levels within the corridor;
- Guidelines 3A and 4G: Landscaped areas adjacent to the riparian corridor, including vegetated barriers between the corridor and development (4G), should utilize locally adapted native vegetation, and invasive species should not be used;
- Guideline 3B: Irrigation systems within 100-feet of the riparian corridor should be designed so as to avoid negative impacts to the riparian system;
- Guideline 4F: If fences are used between riparian areas and development, they should be designed so that wildlife is not hindered (no higher than 3 or 4 feet).
- Guideline 7B: On-site runoff retention areas should be sited at least 25 feet from the edge of riparian areas.
- Guideline 7E: During project construction, temporary fencing or some other solid barriers should be installed outside of the riparian area to protect riparian habitat from project build-out.

During the CEQA process, the City evaluates an applicant's project design to determine consistency with the riparian policy study. It is usually noted at that time whether or not any of the exceptions noted in the study apply to the subject parcel and under what circumstances.

Established setbacks or buffers are designed to reduce anthropogenic effects on riparian systems. Usually, the resource agencies have asserted that buffers of 100 feet or more are necessary to reduce adverse effects on riparian systems. While reasonable evidence exists to support the notion that larger buffers provide significant additional benefit to riparian systems, there is a paucity of empirical data that allows for the establishment of a precise estimate. Therefore, the 100-ft. riparian buffer that is often adopted is a historically-accepted value rather than an empirically-derived one. While not empirically driven, a buffer of 100 ft. provides a useful starting point to evaluate the potential affects from a proposed project. For the purposes of this document, the primary purpose of the buffer is to minimize the effect of human development on riparian systems occurring onsite. Therefore, the existing condition of the riparian zone, including proximity of roads, development, and trails, is critical for understanding the potential effects of any future development.

### **3.2.7 Habitat Conservation Plan**

Currently there is no adopted Habitat Conservation Plan that covers the study area. Six local partners (the County of Santa Clara, Santa Clara Valley Transportation Authority, Santa Clara Valley Water District, and the Cities of San Jose, Gilroy and Morgan Hill) and three wildlife agencies (the California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the National Marine Fisheries Service) are in the process of designing a multi-species habitat conservation plan. The study area of the Santa Clara Valley Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) primarily covers southern Santa Clara County, which includes the City of San Jose with the exception of the bayland areas. Finalization of the HCP/NCCP is anticipated for late 2011. A Draft EIR/EIS was circulated for a 120-day public review and comment on December 17, 2010. The HCP/NCCP will address listed species and species that are likely to become listed during the plan's 50-year permit term. The covered species include, but are not limited to, western burrowing owl, California tiger salamander, and

California red-legged frog. The (HCP/NCCP) Planning Agreement requires that the agencies comment on reportable interim projects and recommend mitigation measures or project alternatives that would help achieve the preliminary conservation objectives and not preclude important conservation planning options or connectivity between areas of high habitat value. The Draft HCP proposes a 100 foot riparian corridor setback.

### **3.3 ENVIRONMENTAL IMPACT/MITIGATION**

As described in Section 1.0, the proposed project is the rezoning of the site for future retail development. The potential impacts and mitigations resulting from future redevelopment of the property are discussed further below and have been divided into “less than significant impacts” and “potentially significant impacts” to clearly divide the biological issues present onsite.

For the purposes of this analysis, it is assumed that any future project definition by the applicant will be consistent with the proposed project (Section 1.0; Figure 2). A specific site layout has not been finalized; therefore, this analysis assumes that all areas of the site will be impacted by development except within the 100 ft. riparian setback area. Any appreciable difference in either scope or general location of the proposed project would require an additional impact assessment to ensure that unanticipated impacts to biotic resources are not likely to occur.

#### **Less-than-significant Impacts**

##### **3.3.1 Loss of Habitat for Special Status Plant Species**

**Potential Impacts.** An investigation of special status plant species identified 42 species that occur regionally. Of these 23 would be excluded from the site due to the fact that these species require unique specialized habitats. Of the remaining 19 plant taxa (Table 2), none would occur or would be likely to occur on the site due to the absence of suitable habitat and due to the fact that the site has been regularly managed to reduce vegetation. Possible impacts to regional populations of these species from site redevelopment would not be significant as none of these special status plants would be impacted. Therefore, state and federal laws protecting special status plants will not be relevant to development of the site.

**Mitigation.** None warranted.

### **3.3.2 Loss of Habitat for Special Status Animals**

**Potential Impacts.** There are 21 special status animal species with some likelihood of occurrence in the region (Table 2). Of these 13 would be absent from or unlikely to occur on the site due to unsuitable habitat conditions. These include the steelhead, Chinook salmon, California tiger salamander, California red-legged frog, foothill yellow-legged frog, coast horned lizard, western pond turtle, golden eagle, burrowing owl, tri-colored blackbird, San Francisco dusky-footed woodrat, ringtail, and American badger. Eventual project build-out would have no effect on the habitat of these species because there is little or no likelihood that they are present.

Species that might rarely or occasionally occur on the site as transients or winter migrants include the peregrine falcon, northern harrier, Vaux's swift, and black swift. The site does not provide regionally important foraging habitat for these species. Migrant and transient species pass through or over many types of habitats en route to breeding or wintering habitat. Considerable habitat suitable for migratory movement will continue to be available for these species following development. Therefore, eventual development will result in a less-than-significant impact on these species.

The remaining four special status animal species, the white-tailed kite, loggerhead shrike, California yellow warbler, and pallid bat, may potentially occur on the site more frequently to forage and or for roosting or nesting. Project build-out would, at most, result in a minimal reduction of foraging and/or breeding habitat available regionally for these species.

Therefore, the loss of habitat for all species listed in Table 1 would be considered less-than-significant.

**Mitigation.** None warranted.

### **3.3.3 Potential Impacts to Sensitive Natural Communities, Including Federally Protected Wetlands**

**Potential Impact.** As previously noted, the site supports riparian corridor habitat along the northeastern edge of the site. In some municipalities, including the City of San Jose, riparian corridor habitat and the surrounding natural lands (known as a riparian corridor buffer) are protected due to the sensitive nature of the riparian corridor itself. The proposed project intends to completely avoid impacts to extant riparian habitat occurring along the Guadalupe River as well as maintain a 100-foot riparian corridor buffer and to enhance this buffer with native plantings. No other sensitive habitats occur within the study area. Therefore, sensitive habitats would not be impacted as a result of future site development.

**Mitigation.** None warranted.

### **3.3.4 Impact to Movement or Nursery Sites of Fish or Wildlife Species**

**Potential Impact.** Aquatic species that occur within the Guadalupe River, such as the steelhead and the Chinook salmon, are known to utilize the river as an essential component of their life histories. Both species spend a portion of their lives in fresh-water rivers such as the Guadalupe River. Other species utilize aquatic and riparian habitats to travel from suitable habitat patches in a mosaic of less suitable areas. Waterfowl species, as well as other native migratory birds, have been observed along the Guadalupe River. Many of these avian species would be expected to use these areas for migratory movements, foraging, as well as breeding habitat.

As such, future site development will include a 100-foot setback from the existing riparian corridor of the Guadalupe River and will not have an adverse impact on the riparian corridor habitat as it relates to the use of the site by fish, birds, and other wildlife species.

The site itself provides limited ecological value to native wildlife and would not be expected to be utilized as a significant movement corridor due to the lack of connectivity between the site and areas of higher value habitat. Site development will have little effect on home range and dispersal movements of native wildlife now using habitats where site development may eventually occur. Many migratory species that now pass through the study area are common species adapted to urban environments as well as neo-tropical migrant birds that are likely to

pass through and over the site even when it is eventually developed. Therefore, this project will result in a less than significant effect on regional wildlife movements.

**Mitigation.** None warranted.

### **3.3.5 Impact to Habitat for Fish and Wildlife Species**

**Potential Impact.** Riparian/aquatic species that occur within the Guadalupe River, such as the steelhead and Chinook salmon, are known to utilize the river as a component of their life histories. Chinook salmon have been known to utilize the Guadalupe as spawning habitat historically, and there are some reports that steelhead also have bred in the Guadalupe (USACE and SCVWD, 1998). Future site development will not impact the Guadalupe River or any other natural habitats. In addition, the project will increase the habitat value of the ruderal land adjacent to the existing riparian corridor through native plantings along the proposed HMP basin, resulting in a net benefit to riparian community. Development of the project site would convert a managed remnant agricultural field that currently supports some limited development, into retail space. While the site provides some habitat for regional wildlife populations, it is not of unique or particularly significant value to such populations. Thus, the project will not result in a fish or wildlife population dropping below self-sustaining levels, or threaten to eliminate an animal community. Therefore, development of the site would not constitute a significant adverse environmental impact on wildlife resources.

**Mitigation.** None warranted.

### **3.3.6 Conflict with an Adopted Habitat Conservation Plan**

**Potential Impact.** To date, there are no adopted habitat conservation plans that cover the project site. The City of San Jose and several partner agencies, including the County of Santa Clara, the Santa Clara Valley Water District, and the Santa Clara Valley Transportation Authority, are in the process of developing a multi-species Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) for the Santa Clara Valley. The HCP/NCCP has yet to be adopted and is currently non-operational. Currently, the Public Draft Habitat Plan has been released and is undergoing public comment through April 8, 2011. Finalization of the HCP/NCCP is anticipated for later this year. The current draft includes provisions for protecting

riparian habitat. The project includes conservation elements such as a 100-foot development-free riparian setback buffer and native plantings that are consistent with the provisions..

**Mitigation.** None warranted.

### **3.3.7 Degradation of Water Quality in Seasonal Creeks, Reservoirs and Downstream Waters**

**Potential Impact.** The proposed project will require grading, excavation, and vegetation removal, thereby resulting in the project site becoming vulnerable to sheet, rill or gully erosion. Eroded soil is generally carried as sediment in surface runoff to be deposited in natural creek/river beds, canals, and adjacent wetlands.

To avoid or minimize sedimentation to offsite waters, specifically including the Guadalupe River, the project includes a proposed HMP basin running along the Guadalupe River frontage that will maintain runoff from the site at pre-development levels. In addition, the applicant will be required to develop an erosion control plan. The applicant must also comply with standard erosion control measures that employ best management practices (BMPs), will likely need to develop a SWPPP per State Water Quality Control Board Stormwater Permit, and will comply with the City of San Jose's City Council Policies 6-29 and 8-14. If the applicant abides by the above requirements, impacts to downstream waters from erosion and polluted stormwater runoff will be reduced to a less than significant level.

**Mitigation.** None warranted.

### **Potentially Significant Impacts**

#### **3.3.8 Potential Impacts to Individual Special Status Animal Species, Migratory Birds, and Non-special Status Bats**

**Potential Impact.** The four species that may potentially occur onsite include the white-tailed kite, loggerhead shrike, California yellow warbler, and pallid bat. In addition, non-listed raptors and other migratory birds as well as non-special status bat species, the individuals of which are protected under state and federal law, may potentially occur onsite. Site development may result

in direct mortality of individuals of these special status species as well as other protected species of birds and bats. Possible project impacts to these species are discussed in detail below. Measures have been described below that would be appropriate for mitigating the magnitude of impacts to these species.

Burrowing owls are currently considered to be absent from the site as they have never been documented as occurring on the site. However, due to the volant nature of the owls and the fact that they occur in similar biotic habitats within the Santa Clara Valley this species is included below as one that could be impacted by project development.

Burrowing Owls. Future development of the project site would result in the conversion of agricultural fields into a retail shopping area unsuitable for burrowing owls. As previously mentioned, protocol-level burrowing owl surveys were conducted on the site as recently as July and August 2010. No owls or signs of owls were observed onsite during these surveys. Nonetheless, owls could move onto the site in the future. Based on the results of the 2010 surveys, it has been concluded that the loss of habitat for burrowing owls would not be considered significant, but the mortality of individuals that could move onto the site in the future would be considered significant. Should site grading occur during the nesting season for this species (February 1 through August 31) nests and nestlings that may be present would likely be destroyed. Resident owls may also be buried in their nest burrows outside of the nesting season (September 1 through January 31). Any actions related to site development that result in the mortality of burrowing owls would constitute a violation of the Federal Migratory Bird Treaty Act and provisions of the California Fish and Game Code. Therefore, the mortality of burrowing owls would constitute a significant adverse environmental impact.

White-tailed Kite, Loggerhead Shrike, California Yellow Warbler, and Other Migratory Birds.

As previously discussed, the study area provides marginal quality foraging habitat for wildlife. Thus the loss of habitat for white-tailed kite, loggerhead shrike, California yellow warbler, and other nesting bird species would not be considered significant; however, impacts to individuals would be considered significant. Higher quality habitat for the California Yellow Warbler occurs to the northeast along the Guadalupe River riparian habitat; however, future site development will not impact this habitat. The trees of the site may provide suitable nesting

habitat for the white-tailed kite, yellow warbler, as well as more common bird species which are likewise protected by the California Fish and Game Code and the federal Migratory Bird Treaty Act. Project construction at the time of nesting (February 1 through August 31) could induce the adults to abandon the nest when eggs or juveniles are present, thus leading to their inviability or starvation, respectively. The abandonment of an active nest by adult birds due to construction related disturbances would constitute a significant adverse impact of the project.

Pallid Bat and Non-special Status Bats. No documented occurrences of bats have been identified within the study area. In March 2011, LOA ecologists conducted a survey of the buildings on the site for evidence of bat roosting using binoculars and a high powered flashlight. No evidence of bat habitat use was observed onsite, though it was determined that bats could reasonably inhabit the older building of the site in the future. Although the loss of habitat for pallid bats would not be considered significant, adverse impacts to individual pallid bats, as well as more common bat species likewise protected by the California Fish and Game Code, would constitute a significant impact.

**Mitigation.** Project impacts to several special status animal species would be potentially significant as discussed above. Measures have been described below that would be appropriate for mitigating the magnitude of impacts to these species.

Burrowing Owls. While burrowing owls have been determined to be absent from the site, the fact that they are a volant species suggests that they may move onto the site at some point in the future. If this occurs, site development will potentially result in the mortality of burrowing owls, and mitigation measures that protect burrowing owls from possible direct mortality or nest failure will be warranted. Therefore, the following measures are warranted:

- **Mitigation Measure 3.3.8a:** A pre-construction survey will be conducted by a qualified biologist with proven burrowing owl experience for burrowing owls and timed to occur so that the final survey is within 30 days of the on-set of construction. This survey will be conducted according to methods described in the *Staff Report on Burrowing Owl Mitigation* (CDFG 1995). All suitable habitats of the study area will be surveyed during this survey.
- **Mitigation Measure 3.3.8b:** If pre-construction surveys undertaken during the breeding season (February 1 through August 31) locate active burrows within or near construction zones, all actively used burrows within the complex, and an appropriate buffer around

them (as determined by a qualified biologist) will remain off-limits to construction until the end of the breeding season or until it has been determined by a qualified biologist that all young of the year have fledged and no burrowing owls are utilizing any of the burrows (this is likely to include use of a burrow scoping device or other state of the art methods of burrow investigation).

- **Mitigation Measure 3.3.8c:** During the non-breeding season (approximately September 1 through January 31), resident owls may be passively relocated to alternative habitat by a qualified biologist. This plan must provide for the owl's relocation to nearby lands possessing available nesting and foraging habitat. Any mitigation or relocation plan for the owls is subject to review and approval by CDFG.

Full implementation of the measures identified above would mitigate impacts to special status animal species potentially occurring on the site.

White-tailed Kite, Loggerhead Shrike, California Yellow Warbler, Non-listed Raptors, and Other Non-listed Breeding Birds. Site development during the breeding bird season (February 1 through August 31) could result in the abandonment of an active nest. The mortality of individuals that may result would constitute a significant adverse impact of the project; the loss of habitat would not constitute a significant adverse impact. The following mitigation measures are warranted:

- **Mitigation Measure 3.3.8d:** Should project construction be scheduled to commence between February 1 and August 31, a pre-construction survey will be conducted by a qualified biologist with proven avian nest survey experience for nesting birds within the onsite trees as well as all trees within 250 feet of the site. This survey will occur within 30 days of the on-set of construction.
- **Mitigation Measure 3.3.8e:** If pre-construction surveys undertaken during the nesting season locate active nests within or near construction zones, these nests, and an appropriate buffer around them (as determined by a qualified biologist) will remain off-limits to construction until the nesting season is over. Suitable setbacks from occupied nests will be established by a qualified biologist and maintained until the conclusion of the nesting season.

Pallid Bat and Non-listed Bats. The demolition of the onsite buildings either during the breeding season when bats have the potential to establish maternal colonies or during the non-breeding season for species that form large colonies could result in substantial mortality to bats. Mitigation measures that protect bat species from possible direct mortality will be warranted.

Therefore, the project applicant will implement the following measures to ensure that mortality to special status bats from future ground disturbances is avoided:

- **Mitigation Measure 3.3.8f:** A detailed bat survey should be conducted to determine if bats are roosting or breeding in the onsite buildings prior to demolition. A qualified bat specialist will look for individuals, guano, staining, and vocalization by direct observation and potential waiting for nighttime emergence. The survey should be conducted during the time of year when bats are active, between April 1 and September 15. If demolition is planned within this timeframe, the survey should be conducted within 30 days of demolition. An initial survey could be conducted to provide early warning if bats are present, but a follow-up survey will be necessary within 30 days. If demolition is planned outside of this timeframe (September 16 through March 31), the survey should be conducted in September prior to demolition. If no bats are observed to be roosting or breeding in these structures, then no further action would be required, and demolition can proceed.
- **Mitigation Measure 3.3.8g:** If a non-breeding bat colony is found in the structures to be demolished, the individuals should be humanely evicted via the partial dismantlement of the buildings prior to demolition under the direction of a qualified bat specialist to ensure that no harm or “take” would occur to any bats as a result of demolition activities. If a maternity colony is detected in the buildings, then a construction-free buffer will be established around the structure and remain in place until it has been determined by a qualified bat specialist that the nursery is no longer active. Demolition should preferably be done between March 1 and April 15 or August 15 and October 15 to avoid interfering with an active nursery.

Full implementation of the measures identified above would mitigate impacts to special status animal species potentially occurring on the site.

### **3.3.9 Conflict with the City of San Jose’s Tree Removal Controls**

City of San Jose’s Tree Removal Controls. The City typically considers that removal of trees at the following levels to be significant impacts requiring mitigation:

- Removal of 10 or more native, ordinance sized trees (trees with a diameter of 18 inches or more and/or a circumference of 56 inches or more, at a height measured 24 inches above the natural grade slope) including for example, but not limited to, valley and coast live oaks, native willow species, California buckeye, and western sycamore.
- Removal of 20 or more non-native, ordinance sized trees..
- Removal of 100 or more non-ordinance sized trees.

**Potential Impact.** A formal tree survey was conducted by LOA botanist and certified arborist Neal Kramer and LOA ecologist Nathan Hale, on August 3, 2010 (Table 3; Figure 5; Appendix A). A total of 121 trees were formally surveyed on the site. Of these, 39 met the criteria for an ordinance-size tree (i.e., a tree with a trunk circumference of 56 inches measured at 24 inches above the natural grade of slope) under the City of San Jose’s tree removal controls. In total, 31 native trees were surveyed on the site, 19 of which are ordinance sized. It should be noted that although black walnuts are native to California, individuals of the site were identified as remnant orchard stock due to the presence of English walnut cores; however, they no longer function as orchard trees. Therefore these individuals have been determined to be non-native (non-orchard) individuals.

Trees numbered 81 through 106 on Figure 5 and Table 3 that are located in the riparian corridor and setback area will be retained; retention of other trees of the site will be reviewed at a later stage of project planning. Therefore, for the purposes of this analysis, it is assumed that due to the general project description all other trees of the site will be removed during project build-out. The removal of 10 or more native ordinance-size trees, 20 or more non-native ordinance-size trees, or 100 or more non-ordinance-size trees would constitute a significant impact under CEQA. It is important to note that trees not proposed for removal may be subject to damage during construction activities as well. Fatal damage to retained ordinance trees would result in a significant impact requiring appropriate mitigation as described below.

**Mitigation Measure 3.3.9a.** To avoid impacts to retained trees the following minimization measures should be implemented in addition to those measures contained in SJMC Section 13.32.130. These measures should include:

- The project proponent shall retain a consulting arborist prior to any ground disturbance activities. The consulting arborist will develop a tree-protection plan outlining specific procedures to ensure that retained trees are protected during the construction phase.
- For retained trees in the immediate vicinity of construction or demolition areas, problems of soil compaction within the root zone resulting from heavy construction equipment need to be prevented. In order to minimize construction and demolition impacts to remaining trees, barrier fencing will be installed around the dripline of all retained trees or at the edge of construction areas. Any construction or demolition activities taking place within the dripline of retained trees will be done by hand or with

light equipment that does not cause soil compaction. All fencing will remain in place throughout the construction phase of the project. The type of fencing to be utilized will be at the direction of the consulting arborist.

- Any limb or root pruning to be conducted on retained trees shall be approved and supervised by the consulting arborist and shall follow best management practices developed by the International Society of Arboriculture.
- Supplemental irrigation to retained trees shall be applied as determined by the consulting arborist.
- If any of the retained trees should be damaged during the construction phase, they will be evaluated at the earliest possible time by the consulting arborist so that appropriate measures can be taken.

**Mitigation Measure 3.3.10b.** Tree removal associated with this project at the levels described above will require mitigation at replacement-to-removal ratios set forth by the City of San Jose and described more fully below. Trees to be removed by the project will be replaced at the following ratios:

Diameter of Tree to be Removed	Type of Tree to be Removed			Minimum Size of Each Replacement Tree
	Native	Non-Native	Orchard	
18 inches or greater	5:1	4:1	3:1	24-inch box
12 to <18 inches	3:1	2:1	None	24-inch box
<12 inches	1:1	1:1	None	15-gallon container

#: # = tree replacement to tree loss ratio

**Note:** Trees greater than 18" diameter shall not be removed unless a Tree Removal Permit, or equivalent, has been approved for the removal of such trees.

The exact number and species of trees to be utilized for the mitigation will be determined based on consultation with the City Arborist and with the Director of the Department of Planning, Building and Code Enforcement. For trees that are replaced onsite, planting stock should be collected locally (within a 5-mile radius of the project site) to the extent possible in order to maintain genetic integrity of the species to be replaced, and replacement plantings should be completed during a suitable window for the replacement species, generally the period between November and January. To increase habitat diversity and hedge against unforeseen factors that could prevent tree survival, a mixture of sizes of transplants should be used.

All native trees will be replaced with the same native species or other desirable species (e.g., native oaks, willows, buckeyes, and/or sycamores, to name a few), and all non-native species will be replaced with a native species appropriate to the site.

Replacement trees may be planted within undeveloped areas throughout the site, including portions of the HMP basin that fall outside of the 100-foot setback, but plantings within the 100-foot riparian setback buffer will not count toward replacement trees. Plantings should be located adjacent to more natural areas where possible to gain the highest amount of ecological value and further enhance these habitat pockets. If it is determined that the site lacks sufficient areas to accommodate all of the replacement plantings, one or both of the following measures will be implemented:

- Replacement tree plantings may be accommodated at an alternative site(s). Alternative sites may include local parks, schools, or an adjacent property where such plantings may be utilized for screening purposes. However, any alternatively proposed site will be pursuant to agreement with the Director of the Department of Planning, Building and Code Enforcement.
- A donation may be made to the *Our City Forest* program. Such donation will be equal to the cost of the required replacement trees, including associated installation costs, for off-site tree planting in the local community. A receipt for any such donation will be provided to the Planning Project Manager prior to the removal of the trees.

### **3.3.10 Conflict with the City of San Jose’s Riparian Corridor Policy Study**

**Potential Impacts.** The City of San Jose’s Riparian Corridor Policy Study (1999) (Section 3.2.6) provides a basis for considering impacts to sensitive riparian habitat within the City. As has been previously discussed, the Riparian Corridor Policy Study recommends that structures, impervious surfaces, outdoor play areas, and ornamentally landscaped areas adjacent to riparian habitat should maintain a 100-foot construction-free setback from the edge of existing riparian habitat. Also, the Riparian Corridor Policy Study recommends that water runoff retention areas “should be sited at least 25 feet from the edge of riparian areas,” (Guideline 7B). In addition to setback considerations the Policy recommends additional measures to be employed to ensure that biological impacts to the riparian system do not result from proposed projects (Section 3.2.6).

The subject parcel is required to account for two eucalyptus trees that were removed from the outer edge of the riparian canopy in the late 1990s. Applications submitted to the City of San

Jose for permits on the project site are required to assume that the border of the riparian canopy where the eucalyptus trees were removed is “75 feet from the top of bank of the Guadalupe River into the Subject Property to an area 100 feet wide,” (Figure 6). Therefore, as shown on Figure 6, the riparian setback has been adjusted to account for the former eucalyptus trees.

Due to the fact the site is adjacent to the Guadalupe River it would be possible for future development to encroach on the riparian corridor and within the setback area. To ensure that development of the site does not impact the riparian corridor, the proposed project includes plans to maintain a 100-foot riparian setback buffer consistent with the City’s Riparian Corridor Policy Study recommendations and inclusive of the mandatory finding discussed above (Figure 6).

Within a portion of the setback, which is currently comprised of disced agricultural land, an HMP basin will be created to maintain runoff from the site at pre-construction levels. The basin will be designed for runoff purposes but will be vegetated as native habitat with locally adapted native species (Section 1.0). The basin will sit back from the edge of existing riparian habitat by a minimum of 25 feet. Taken as a whole, the native habitat creation elements provide significantly higher quality habitat for wildlife than currently exists (disced agricultural land); therefore, the biological impacts associated with the basin not encroaching within the 25 feet are considered to be less-than-significant. It should be noted that irrigation used to establish the native species along the basin will be designed to ensure that there are no adverse impacts to the existing riparian corridor.

Since the proposed project includes plans to observe recommendations of the San Jose Riparian Corridor Policy Study to establish a 100-foot setback buffer (including the mandatory finding added to the existing riparian area of the site) and due to the increase in native vegetation resulting from planting the basin as a natural feature, development of the site would not likely constitute an adverse impact on the riparian habitat or riparian setback of the site.

**LEGEND**

-  Project Boundary
-  Edge of Riparian Corridor
-  100' Riparian Setback

Base map courtesy of Ruth and Going, Inc.



Riparian Line Adjustment

Top of Bank

Guadalupe River

Adjusted setback

100' Setback

100' Setback

500 feet

0

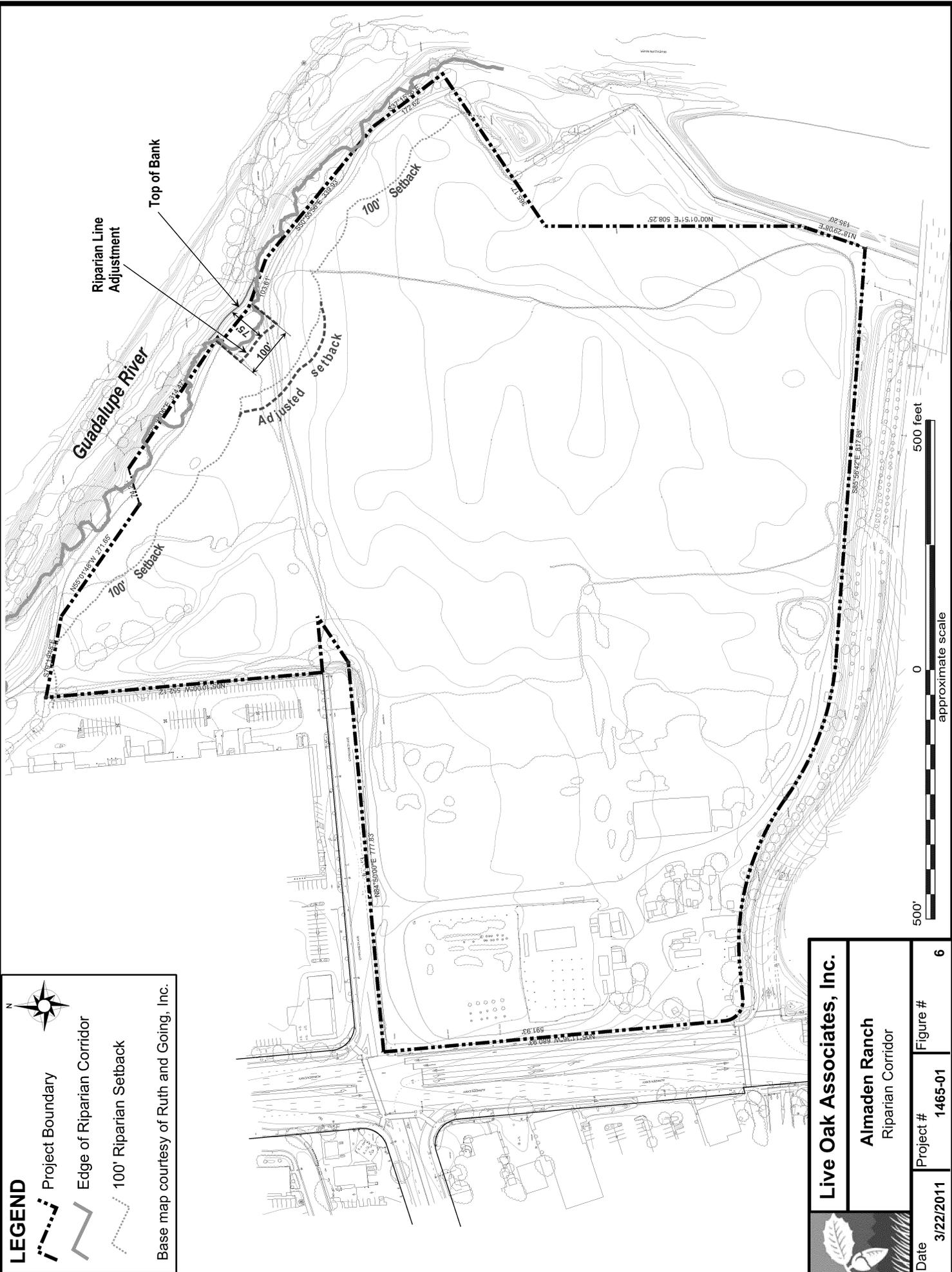
500'

approximate scale

**Live Oak Associates, Inc.**

**Almaden Ranch**  
Riparian Corridor

Date	3/22/2011
Project #	1465-01
Figure #	6



The project design has not been finalized; therefore, any potential biological impacts to the adjacent riparian corridor resulting from the future design must be assumed. Potential impacts to the riparian corridor habitat could result from design elements of the future development. Adverse impacts to wildlife could result if windows on buildings adjacent to the riparian corridor are mirrored and shine glare toward the corridor itself. Also, external night lighting that is allowed to shine toward the riparian habitat may cause unintended impacts to wildlife. Noise-making machine equipment included in the project design that causes dramatic excessive noise pollution within the riparian corridor may result in similar adverse impacts to wildlife using the riparian corridor. Landscaping, including vegetated barriers, adjacent to the riparian corridor that are planted with invasive non-native species may constitute an adverse impact if the species escape from the development and move into the riparian habitat. Finally, riparian habitat may be damaged during project build-out. These impacts may constitute potentially significant impacts. The following mitigation measures are provided to reduce these to less-than-significant impacts.

***Mitigation Measure 3.3.10a.*** To avoid design-related impacts the future project design will be consistent with the City of San Jose's Riparian Corridor Policy Study. The exact specifications of project design elements (e.g., lighting and window design) will be determined and/or approved by the City of San Jose.

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## **Appendix A: Ordinance-sized Trees of the Almaden Ranch Site**



## APPENDIX A

### Ordinance-sized Trees of the Almaden Ranch Site

#### Ordinance Sized Trees

A formal tree survey of the site was conducted by Live Oak Associates, Inc. ecologists Neal Kramer (Certified Arborist #WE-7833A) and Nathan Hale on August 3, 2010. Thirty-nine ordinance-sized trees were recorded. These are each discussed briefly below followed by photographs of each. Tree numbers correspond to tree tags (see Figure 5 and Table 3 in *Almaden Ranch Biotic Evaluation*).

**Tree 57.** Silver wattle (*acacia dealbata*). This tree has a trunk diameter of 25 inches, is approximately 34 feet tall and has a canopy spread of about 36 feet. The tree is in poor condition with more than 50% dead foliage and branches in the canopy. Additionally, the tree has codominant trunks with included bark to near the tree base, creating a potential failure risk.

**Tree 59.** Italian stone pine (*Pinus pinea*). This tree has a trunk diameter of 21 inches, is approximately 24 feet tall and has a canopy spread of about 24 feet. The tree is in fair condition with an unbalanced canopy and significant pitch marks on the main trunk.

**Tree 60.** Black locust (*Robinia pseudoacacia*). This tree has a trunk diameter of 20 inches, is approximately 42 feet tall and has a canopy spread of about 30 feet. The tree is in fair condition with some dead branches in the canopy. Additionally, the tree has codominant trunks with included bark to near the tree base, creating a potential failure risk.

**Tree 61.** Littleleaf linden (*Tilia cordata*). This tree has a trunk diameter of 19 inches, is approximately 36 feet tall, and has a canopy spread of about 8 feet. The tree is in fair condition and is somewhat unbalanced with dead branches in the canopy.

**Tree 62.** Olive (*Olea europea*). This tree has a trunk diameter of 56 inches, is approximately 32 feet tall and has a canopy spread of about 45 feet. The tree is in good condition. The tree has been topped at approximately 20-25 feet and has several cavities in the main stems, but is overall vigorous and healthy.

**Tree 65.** Black locust (*Robinia pseudoacacia*). This tree has a trunk diameter of 25 inches, is approximately 45 feet tall and has a canopy spread of about 35 feet. The tree is in fair condition. Weak attachments of primary stems branching at about 4 feet are currently being held together by cables.

**Tree 66.** Trident maple (*Acer buergerianum*). This tree has a trunk diameter of 21 inches, is approximately 25 feet tall and has a spread of about 30 feet. The tree is in good condition.

**Tree 67.** Black locust (*Robinia pseudoacacia*). This tree has a trunk diameter of 21 inches, is approximately 40 feet tall and has a canopy spread of about 36 feet. The tree is in fair condition with a number of dead branches in the canopy.

**Tree 68.** Black locust (*Robinia pseudoacacia*). This tree has two main stems at 24 inches above the ground with a combined diameter of 26.5 inches. It is approximately 38 feet tall and has a canopy

spread of about 25 feet. The tree is in fair condition. One of the two main stems has been topped at approximately 7 feet.

**Tree 69.** Black locust (*Robinia pseudoacacia*). This tree has a trunk diameter of 18.5 inches, is approximately 34 feet tall and has a canopy spread of about 27 feet. The tree is in fair condition. The tree leans about 15 degrees to the south and some rot has developed at the base on the north side of the tree where a large stem has fallen away.

**Tree 70.** Black walnut (*Juglans hindsii*). This tree has a trunk diameter of 37.5 inches, is approximately 36 feet tall and has a canopy spread of about 48 feet. The tree is in fair condition with many dead branches in the canopy.

**Tree 71.** English walnut (*Juglans regia*). This tree has two main stems at 24 inches above the ground with a combined diameter of 20.5 inches. It is approximately 18 feet tall and has a canopy spread of about 18 feet. The tree is in poor condition with many dead branches in the canopy. Additionally, the tree has co-dominant trunks with included bark near the base, a condition that represents a potential failure risk.

**Tree 73.** Blue elderberry (*Sambucus mexicana*). This tree has six stems at 24 inches above the ground with a combined diameter of 33.5 inches. It is approximately 21 feet tall and has a canopy spread of about 26 feet. The tree is in fair condition.

**Tree 76.** Blue elderberry (*Sambucus mexicana*). This tree has six stems at 24 inches above the ground with a combined diameter of 29 inches. It is approximately 22 feet tall and has a canopy spread of about 25 feet. The tree is in fair condition. Stems have been disfigured and weakened by growing against the chain link fence.

**Tree 77.** Elm (*Ulmus sp.*). This tree has twenty-one stems at 24 inches above the ground with a combined diameter of 132 inches. It is approximately 25 feet tall and has a canopy spread of about 40 feet. The tree is in fair condition.

**Tree 79.** Blue elderberry (*Sambucus mexicana*). This tree has six stems at 24 inches above the ground with a combined diameter of 57 inches. It is approximately 23 feet tall and has a canopy spread of about 22 feet. The tree is in poor condition with main stems broken and/ or with bark stripped and significant dead wood in the canopy.

**Tree 80.** Blue elderberry (*Sambucus mexicana*). This tree has nine stems at 24 inches above the ground with a combined diameter of 53 inches. It is approximately 16 feet tall and has a canopy spread of about 24 feet. The tree is in fair condition with significant dead branches in the canopy.

**Tree 81.** Blue elderberry (*Sambucus mexicana*). This tree has nine stems at 24 inches above the ground with a combined diameter of 38 inches. It is approximately 18 feet tall and has a canopy spread of about 20 feet. The tree is in fair condition with significant dead branches in the canopy.

**Tree 82.** *Myoporum (Myoporum laetum)*. This tree has eight stems at 24 inches above the ground with a combined diameter of 38 inches. It is approximately 16 feet tall and has a canopy spread of about 26 feet. The tree is in fair condition with significant dead branches in the canopy.

**Tree 87.** Black walnut (*Juglans hindsii*). This tree has four stems at 24 inches above the ground with a combined diameter of 38.5 inches. It is approximately 16 feet tall and has a canopy spread of about 33 feet. The tree is in good condition. Note: The main trunk of this tree is likely outside the project boundary.

**Tree 88.** Blue elderberry (*Sambucus mexicana*). This tree has six stems at 24 inches above the ground with a combined diameter of 23.5 inches. It is approximately 20 feet tall and has a canopy spread of about 12 feet. The tree is in fair condition. Note: The main trunk of this tree is likely outside the project boundary.

**Tree 91.** Western sycamore (*Platanus racemosa*). This tree has two main stems at 24 inches above the ground with a combined diameter of 18 inches. It is approximately 48 feet tall and has a canopy spread of about 27 feet. The tree is in good condition.

**Tree 92.** Western sycamore (*Platanus racemosa*). This tree has four stems at 24 inches above the ground with a combined diameter of 21 inches. It is approximately 38 feet tall and has a canopy spread of about 30 feet. The tree is in good condition.

**Tree 94.** Western sycamore (*Platanus racemosa*). This tree has seven stems at 24 inches above the ground with a combined diameter of 53 inches. It is approximately 65 feet tall and has a canopy spread of about 36 feet. The tree is in good condition. Note: The main trunk of this tree is likely outside the project boundary.

**Tree 95.** Western sycamore (*Platanus racemosa*). This tree has five stems at 24 inches above the ground with a combined diameter of 52.5 inches. It is approximately 55 feet tall and has a canopy spread of about 40 feet. The tree is in good condition. Note: The main trunk of this tree is likely outside the project boundary.

**Tree 96.** Western sycamore (*Platanus racemosa*). This tree has three stems at 24 inches above the ground with a combined diameter of 77 inches. It is approximately 80 feet tall and has a canopy spread of about 78 feet. The tree is in good condition. Note: The main trunk of this tree is likely outside the project boundary.

**Tree 97.** Western sycamore (*Platanus racemosa*). This tree has a trunk diameter of 22 inches, is approximately 36 feet tall and has a canopy spread of about 30 feet. The tree is in good condition. Note: The main trunk of this tree is likely outside the project boundary.

**Tree 98.** Western sycamore (*Platanus racemosa*). This tree has four stems at 24 inches above the ground with a combined diameter of 72.5 inches. It is approximately 80 feet tall and has a canopy spread of about 58 feet. The tree is in good condition. Note: The main trunk of this tree is likely outside the project boundary.

**Tree 100.** Western sycamore (*Platanus racemosa*). This tree has three main stems at 24 inches above the ground with a combined diameter of 78.5 inches. It is approximately 55 feet tall and has a canopy spread of about 80 feet. The tree is in good condition. Note: The main trunk of this tree is likely outside the project boundary.

**Tree 104.** Black walnut (*Juglans hindsii*). This tree has two main stems at 24 inches above the ground with a combined diameter of 48 inches. It is approximately 35 feet tall and has a canopy spread of about 45 feet. The tree is in fair condition with a dead English walnut center. Note: The main trunk of this tree is likely outside the project boundary.

**Tree 106.** Red willow (*Salix laevigata*). This tree has a trunk diameter of 33 inches, is approximately 45 feet tall and has a canopy spread of about 60 feet. The tree is in fair condition. Note: The main trunk of this tree is likely outside the project boundary.

**Tree 109.** Black walnut (*Juglans hindsii*). This tree has three stems at 24 inches above the ground with a combined diameter of 46.5 inches. It is approximately 28 feet tall and has a canopy spread of about 30 feet. The tree is in fair condition with a dead English walnut center.

**Tree 110.** Blue elderberry (*Sambucus mexicana*). This tree has five stems at 24 inches above the ground with a combined diameter of 24 inches. It is approximately 18 feet tall and has a canopy spread of about 18 feet. The tree is in fair condition.

**Tree 111.** Black walnut (*Juglans hindsii*). This tree has two main stems at 24 inches above the ground with a combined diameter of 31 inches. It is approximately 45 feet tall and has a canopy spread of about 35 feet. The tree is in fair condition with a dead English walnut center.

**Tree 112.** Black walnut (*Juglans hindsii*). This tree has three stems at 24 inches above the ground with a combined diameter of 35 inches. It is approximately 17 feet tall and has a canopy spread of about 26 feet. The tree is in fair condition with English ivy wrapped around the base of the tree.

**Tree 113.** Western sycamore (*Platanus racemosa*). This tree has a trunk diameter of 27 inches, is approximately 60 feet tall and has a canopy spread of about 42 feet. The tree is in good condition, but has English ivy climbing to 20 feet on the trunk.

**Tree 115.** Black walnut (*Juglans hindsii*). This tree has three stems at 24 inches above the ground with a combined diameter of 55.5 inches. It is approximately 35 feet tall and has a canopy spread of about 45 feet. The tree is in fair condition.

**Tree 116.** Black walnut (*Juglans hindsii*). This tree has three stems at 24 inches above the ground with a combined diameter of 26.5 inches. It is approximately 28 feet tall and has a canopy spread of about 30 feet. The tree is in fair condition.

**Tree 120.** Valley oak (*Quercus lobata*). This tree has a trunk diameter of 19.5 inches, is approximately 38 feet tall and has a canopy spread of about 38 feet. The tree is in good condition.

## Heritage Trees

No Heritage Trees are present on this site.



**Tree 57:** Silver wattle (*Acacia dealbata*)



**Tree 57:** Codominant trunks with included bark



**Tree 59:** Italian stone pine (*Pinus pinea*)



**Tree 60:** Black locust (*Robinia pseudoacacia*)



**Tree 61:** Littleleaf linden (*Tilia cordata*)



**Tree 62:** Olive (*Olea europea*)



**Trees 65, 68, 67, 66 (left to right - view looking east)**



**Trees 66, 67, 68, 69 (left to right - view looking northwest)**



**Tree 65:** Black locust (*Robinia pseudoacacia*)



**Tree 66:** Trident maple (*Acer buergerianum*)



**Tree 67:** Black locust (*Robinia pseudoacacia*)



**Tree 68:** Black locust (*Robinia pseudoacacia*)



**Tree 69:** Black locust (*Robinia pseudoacacia*)



**Tree 70:** Black walnut (*Juglans hindsii*)



**Tree 71:** English walnut (*Juglans regia*)



**Tree 73:** Blue elderberry (*Sambucus mexicana*)



**Tree 76:** Blue elderberry (*Sambucus mexicana*)



**Tree 77:** Elm (*Ulmus sp.*)



**Tree 79:** Blue elderberry (*Sambucus mexicana*)



**Tree 80:** Blue elderberry (*Sambucus mexicana*)



**Tree 81:** Blue elderberry (*Sambucus mexicana*)



**Tree 82:** Myoporum (*Myoporum laetum*)



**Tree 87:** Black walnut (*Juglans hindsii*)



**Tree 88:** Blue elderberry (*Sambucus mexicana*)



**Tree 91:** Western sycamore (*Platanus racemosa*)



**Tree 92:** Western sycamore (*Platanus racemosa*)



**Tree 94:** Western sycamore (*Platanus racemosa*)



**Trees 98, 97, 95** (left to right - view looking southeast)



**Tree 95:** Western sycamore (*Platanus racemosa*)



**Tree 96:** Western sycamore (*Platanus racemosa*)



**Tree 97:** Western sycamore (*Platanus racemosa*)



**Tree 98:** Western sycamore (*Platanus racemosa*)



**Tree 100:** Western sycamore (*Platanus racemosa*)



**Tree 104:** Black walnut (*Juglans hindsii*)



**Tree 106:** Red willow (*Salix laevigata*)



**Tree 109:** Black walnut (*Juglans hindsii*)



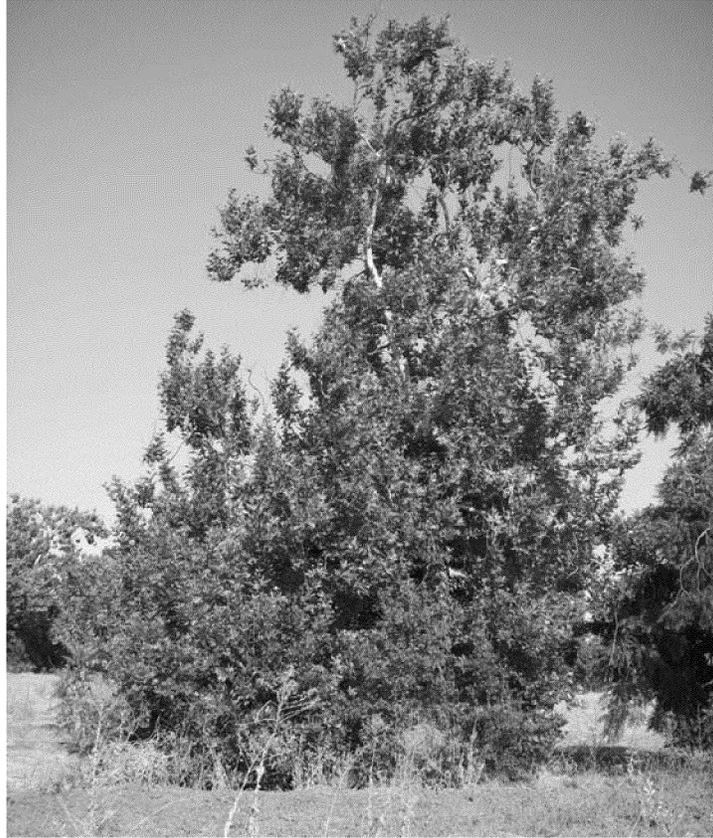
**Tree 110:** Blue elderberry (*Sambucus mexicana*)



**Tree 111:** Black walnut (*Juglans hindsii*)



**Tree 112:** Black walnut (*Juglans hindsii*)



**Tree 113:** Western sycamore (*Platanus racemosa*)



**Tree 115:** Black walnut (*Juglans hindsii*)



**Tree 116:** Black walnut (*Juglans hindsii*)

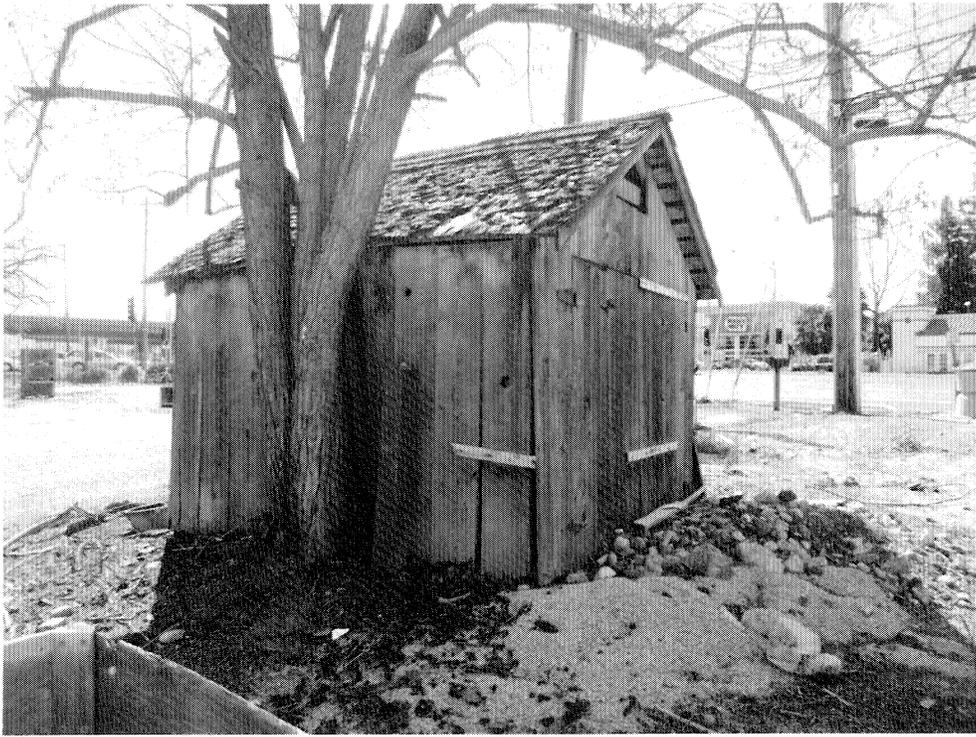


**Tree 120:** Valley oak (*Quercus lobata*)

**APPENDIX D**  
Cultural Resources

Up-Date Evaluation Report  
Considering the Historical and Architectural Resources

Located at  
14520 and 14540 Almaden Expressway  
San Jose, Santa Clara County, California



Prepared for: Mindigo & Associates

1984 The Alameda  
San Jose CA95126

Prepared by: Urban Programmers  
10710Ridgeview Ave.  
San Jose, CA 95127

April 4, 2011



The property at 14520-14540 Almaden Expressway (APN 458-17-06, & 18) has been previously surveyed to determine the existence of historically significant buildings or other cultural resources. The most recent survey and evaluation, "*Historical and Architectural Evaluation for the Arcadia Property, 14520-14540 Almaden Expressway, City of San Jose, County of Santa Clara*" was prepared for Ruth and Going, Inc., by Glory Anne Laffey and Charlene Duval for Archives & Architecture on July 17, 1996. The report contained detailed historical information about owners of the property, including the Greenawalt family who owned over 200 acres and constructed the 1877 Greenawalt House.<sup>1</sup> Subsequent to his death, the Greenawalt property was divided among his 7 children. The subject property (with existing buildings) became property of George Greenawalt, however, no buildings exist on the subject parcels from the Greenawalt ownership. In 1922 one of the subject parcels transferred to Joe Cassibba and his wife. Thirty years later, In 1952, the extant bungalow was moved to the property for their son Ralph and his new wife. All other buildings associated with the Cassibba family have been demolished. An adjoining parcel that was also part of the Greenawalt estate became the farm of Gustave Malech, a German immigrant who came to the valley in the 1850's and lived in the Almaden area after 1876, where he became a fruit and alfalfa rancher. By c.1910, the family lived on the property being evaluated. The laborer's cabin, chicken coop and pump house belong to the Malech era. At the time of the last evaluation it was determined that there were no buildings or other resources significant to the history of the City of San Jose or Santa Clara County.

The 43.5 acres are flat terrain with buildings grouped close to Almaden Expressway. Buildings described in the 1996, survey and evaluation were compared to the San Jose Planning Department's Historic Preservation Evaluation Criteria and Tally Sheet and a DPR form was created for two of the buildings. Others were only described in the report. The 1996 survey and evaluation showed the following buildings:

1915 Ralph Cassibba House (bungalow that was moved to the site in 1952). Rated an adjusted total (DPR form)

c. 1910 Laborers cabin (moved to the site-date unknown) (DPR form)

Other buildings referenced in the report were:

1945 Roadside Fruit Stand

Chicken Coop

Pump House

Various sheds, mobile homes, and trailers on the property.

Urban Programmers was contacted to provide an update to the determination if there were any changes to the determinations of significance for the buildings in the Report. After reviewing the past

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<sup>1</sup>The Greenawalt House is an Italianate style farmhouse built in 1877 at the west side of Almaden Expressway on a site just north of State. Highway 85. It was moved to History Park in 1991. Source: History Park

surveys and determinations a site visit was conducted on February 28, 2011. On the sunny-clear day, it was immediately noted that the buildings had deteriorated since the photographs taken in 1996.

The following update compared the existing buildings to the criteria of the California Register of Historic Resources (not included in the 1996 evaluation) and the San Jose Historic Landmark Ordinance and provides updated Historic Evaluation Tally sheets for each building. The roadside fruit stand mentioned in the 1996 report is no longer on the property.

#### San Jose Historic Landmark

The San Jose Historic Preservation Ordinance #17927, as amended, contains the criteria that were used to evaluate the property and building. The criteria are as follows.

1. Identification or association with persons, eras or events that have contributed to local, regional, state or national history, heritage or culture in a distinctive, significant or important way;
2. Identification as, or association with, a distinctive, significant or important work or vestige;
  - a. Of an architectural style, design or method of construction;
  - b. Of a master architect, builder, artist or craftsman;
  - c. Of high artistic merit
  - d. The totality of which comprises a distinctive, significant or important work or vestige whose component parts may lack the same attributes;
  - e. That has yielded or is substantially likely to yield information of value about history, architecture, engineering, culture or aesthetics, or that provides for existing and future generations an example of the physical surroundings in which past generations lived or worked; or
  - f. The factor of age alone does not necessarily confer a special historical, architectural, cultural aesthetic or engineering significance, value or interest upon a structure or site, but it may have such effect if a more distinctive, significant or important example thereof no longer exists.

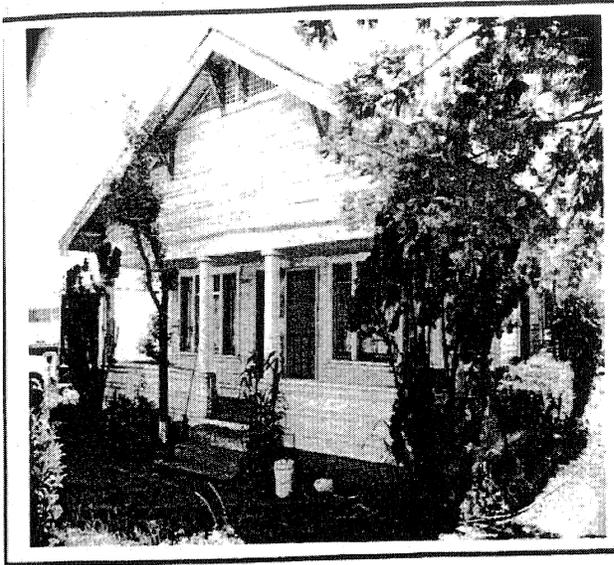
The Ralph Cassibba House can be described as a California Bungalow with craftsman elements.

Constructed in wood with a concrete foundation, the relocated house is in poor condition with extensive wood rot, missing elements and deferred maintenance. It represents a vernacular form of bungalow style and is not a good representative of the California Bungalow style. As part of the current update, the building was compared to the criteria in the San Jose Historic Preservation Ordinance #17927 using the revised scale adopted in 2010.

1. It is not identified with, or associated with persons or eras or events that have contributed to the local, regional, state or national history, heritage or culture in a distinctive, significant or important way. The house has been relocated to the property from an unknown location. In 1952, the building became associated with Ralph Cassibba and his family as a family home on their farm. The history of the house shows no associations to people or events that have contributed to local, regional, state or national history, heritage or culture in a distinctive, significant or important way; The house does not meet the first criterion.
2. Regarding the architecture and construction; the house is not associated with a distinctive, significant work or vestige. It does not meet a level of significance within any of the 6 sub-criteria (2.a-f) listed in the ordinance.

When the house was moved to the property, it exhibited a common form of vernacular California (Craftsman) Bungalow. Over the years it has deteriorated and does not reflect high artistic or unique design. Due to the common methods of construction no important information is to be gained from the construction of this building or the site where it is located. Throughout San Jose, but particularly in Willow Glen, there are far better examples of this common form of the bungalow style.

In summary, the building does not exhibit the qualities necessary to be eligible as a historic landmark in San Jose. The Evaluation Tally rating of 12.64 is considerably below the threshold of 32 points and confirms this conclusion.



Photograph # 1 1996  
Source Archives &  
Architecture, 1996

Ralph Cassibba house  
Circa 1915  
Moved to property 1952



Photograph #2  
14520 Almaden  
Expressway. The  
photograph shows  
little difference  
since 1996, other  
than increased  
deterioration and  
concrete steps  
leading to the  
porch.

Date: February 28,  
2011

Photograph # 2 14520 Almaden Expressway, Rear of the house showing little change since the 1996 evaluation with the exception of more deterioration and a ramp. The rear porches have been enclosed for many years.

Date February 28, 2011



Photograph #3 Ralph Cassibbi House.

View: South side façade showing deterioration.

Date: February 28, 2011

### Gustave Malech Ranch- Laborer's Cottage:

The laborer's cottage at the Malech Ranch exhibits the typical form and construction used for temporary worker housing at the large ranches and canneries in Santa Clara Valley. The building was moved to this location and the original site/owner is unknown. Typically these buildings were constructed in groups of 10-100 around common dining, washing and recreational areas. A very portable style, the buildings were often moved several times. By the mid-1940's, as canneries and ranches shifted production many of the cottages were sold individually or in small groups to family farmers and ranchers. This appears to be the history of the cottage on the Malech Ranch.

Since it was last evaluated in 1996 when it received a rating of 7.2 the significance has not changed, although the building has sustained substantial deterioration and even alterations since that time, and has lost integrity of materials and design. The current rating of 10.6 remains well below the level of consideration for preservation. The increase in the tally points is due to the fact that the building is somewhat more familiar to motorists exiting State Highway #85 (N) at the Almaden Expressway off-ramp now than it was in 1996.

In 1996, the cabin does not appear to be occupied and is in severely deteriorated condition. According to the current property manager, the building is infested with rats and other vermin and has not been occupied since before 1996.

### San Jose Historic Landmark

*The San Jose Historic Preservation Ordinance #17927, as amended, contains the criteria that were used to evaluate the property and building. The criteria are as follows.*

*1 Identification or association with persons, eras or events that have contributed to local, regional, state or national history, heritage or culture in a distinctive, significant or important way;*

This laborer's cottage was relocated to the ranch and is not known to be associated with persons, eras, or events that have contributed in a significant way to the history of San Jose or Santa Clara County.

*2 Identification as, or association with, a distinctive, significant or important work or vestige;*

*a. Of an architectural style, design or method of construction;*

*b. Of a master architect, builder, artist or craftsman;*

*c. Of high artistic merit*

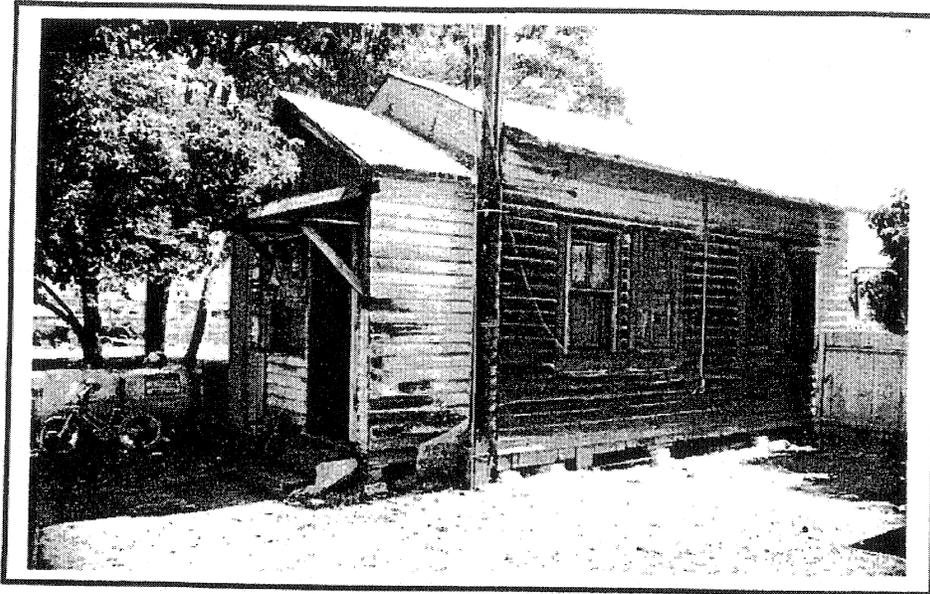
*d. The totality of which comprises a distinctive, significant or important work of vestige whose component parts may lack the same attributes;*

*e. That has yielded or is substantially likely to yield information of value about history, architecture, engineering, culture or aesthetics, or that provides for existing and future generations an example of the physical surroundings in which past generations lived or worked;*

*f. The factor of age alone does not necessarily confer a special historical, architectural cultural aesthetic or engineering significance, value or interest upon a structure or site, but it may have such effect if a more distinctive, significant or important example thereof no longer exists.*

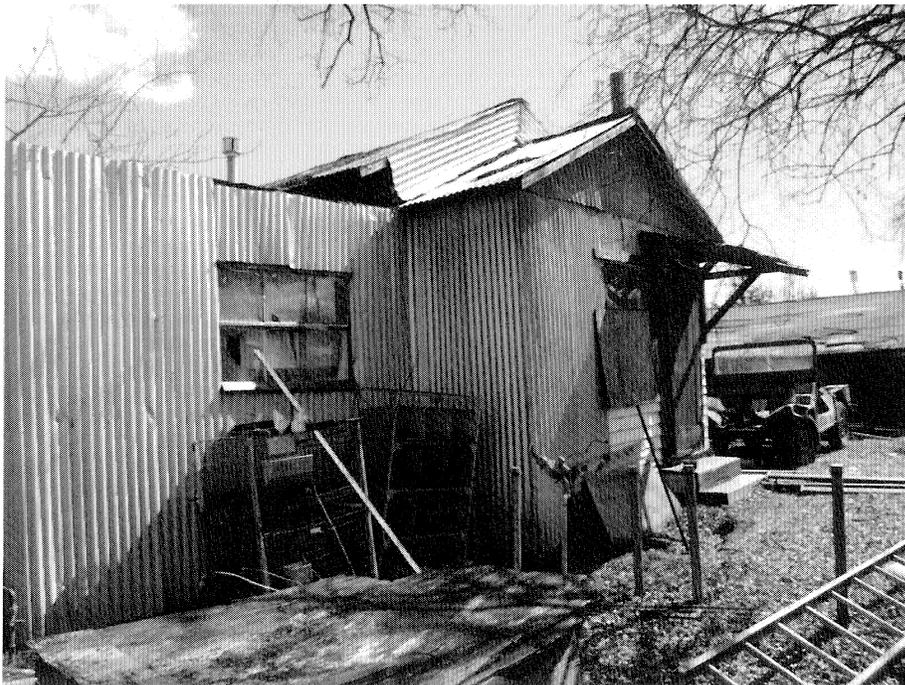
The laborer's cottage is a distinct form of housing; however it is not a significant or important work of architecture and is not associated with a master nor does it exhibit artistic design. In severely deteriorated condition this building has lost integrity and does not represent a source for gaining important information about the construction methods or materials. The subject cottage does not meet the criteria for consideration as a San Jose Historic Landmark (Criterion #2. The current evaluation using the San Jose Historic Evaluation Sheet and Tally reports an adjusted total of 10.6 points, well below the threshold of 32 points above which landmark nomination is considered.

This type of cottage is best understood as one in a collection of similar buildings. To preserve this element in the agricultural history of San Jose cottages representing this form of housing have been relocated, repaired and preserved at History Park.<sup>2</sup>



Photograph  
#4 - 1996

Laborer's Cottage



Photograph #5 –  
laborer's cottage -  
adjacent to a garage  
shed and covered in  
part with corrugated  
metal sheets.  
Date February 28, 2011

<sup>2</sup> Laborer's cottages were a part of the life of many workers. Four cottages of the same form and size are preserved at History Park in San Jose.



Photograph# 6 Laborer's Cottage View: the south façade of the building showing mixed materials and severe deterioration.

Date: February 28, 2011

#### Malech Ranch – Chicken Coop and Pump House

The chicken coop was part of a group of agricultural buildings that was evaluated as a unit in 1996. Although the overall design is much the same, the coop is more deteriorated and patched with wood boards and ply-wood. The utilitarian building is constructed with a frame and single-wall construction that is common for utilitarian agricultural or storage buildings. Alterations since 1996, have allowed it to be used for miscellaneous storage.

The Pump House is a small shed building that appears much as it did in 1996. The noticeable changes are additional deterioration and steps to secure the building. A power pole has been placed next to the building and signs warn of high voltage. Rocks and dirt have been deposited next to the building to prevent the doors from opening. Small sheds of this type are the most rudimentary of wood buildings with a light weight frame to support the roof but without a foundation, vertical board siding is nailed to the frame. The severely deteriorated shed has not changed appreciably since 1996.

San Jose Historic Landmark

The San Jose Historic Preservation Ordinance #17927, as amended, contains the criteria that were used to evaluate the property and building. The criteria are as follows.

*1 Identification or association with persons, eras or events that have contributed to local, regional, state or national history, heritage or culture in a distinctive, significant or important way;*

The Malech Ranch chicken coop and pump house were ancillary buildings on a fruit ranch. They are not associated with persons, eras, or events that have contributed to the history of San Jose, Santa Clara County or the state in a distinctive or important way.

*2 Identification as, or association with, a distinctive, significant or important work or vestige;*

*a. Of an architectural style, design or method of construction;*

*b. Of a master architect, builder, artist or craftsman;*

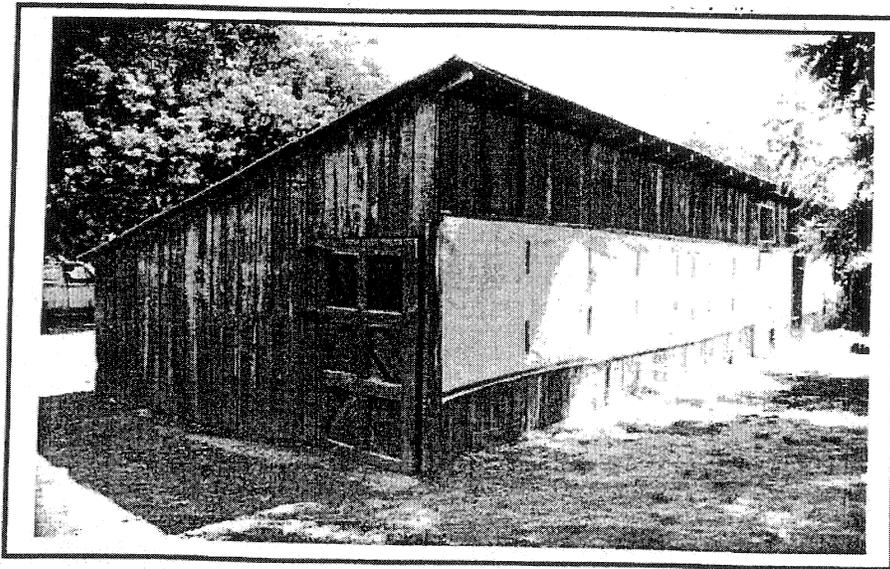
*c. Of high artistic merit*

*d. The totality of which comprises a distinctive, significant or important work of vestige whose component parts may lack the same attributes;*

*e. That has yielded or is substantially likely to yield information of value about history, architecture, engineering, culture or aesthetics, or that provides for existing and future generations an example of the physical surroundings in which past generations lived or worked;*

*f. The factor of age alone does not necessarily confer a special historical, architectural cultural aesthetic or engineering significance, value or interest upon a structure or site, but it may have such effect if a more distinctive, significant or important example thereof no longer exists.*

The chicken coop and pump house are not identified with, distinctive, significant or important design or construction materials or methods. The utilitarian agricultural buildings are a form of sheds that were constructed for specific purposes in the 1920's. The coop was to contain chickens and is now used for storage. Chicken coops are found in the rural areas of San Jose particularly in the Berryessa District, Evergreen and in Santa Clara County. The pump house, constructed to protect the water pump's equipment and electrical connections is a utilitarian pitched roof shed. The buildings do not exhibit traits which meet the criteria to be considered for designation as a San Jose Historic Landmark. The Historic Evaluation Sheet and Tally confirmed this with a point total of 9.5. These buildings did not have an Historic Evaluation Sheet and Tally prepared in 1996. The adjusted total of this update evaluation is well below the threshold of 32 points for consideration as a San Jose Historic Landmark.



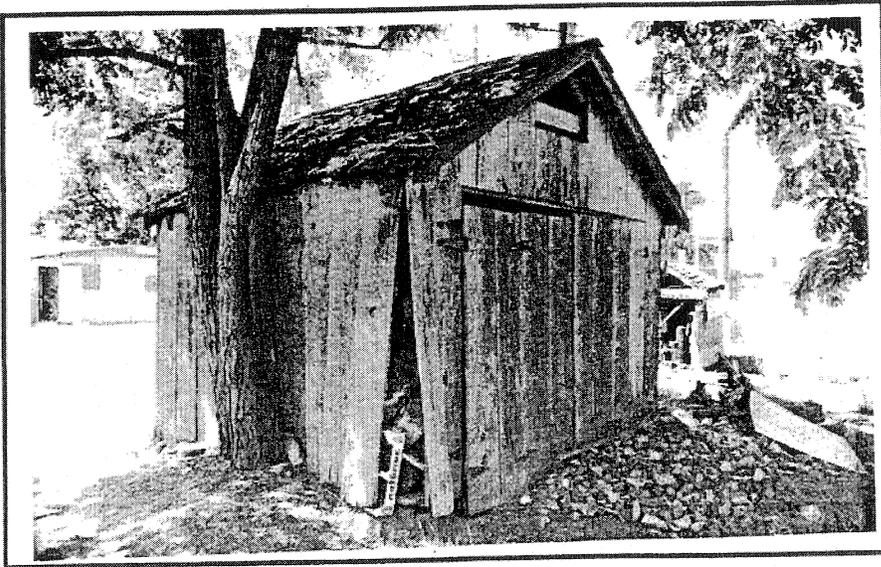
Photograph # 7  
Malech Chicken  
Coop – 1996

The coop appears to  
be in use in 1996

Malech Chicken Coop

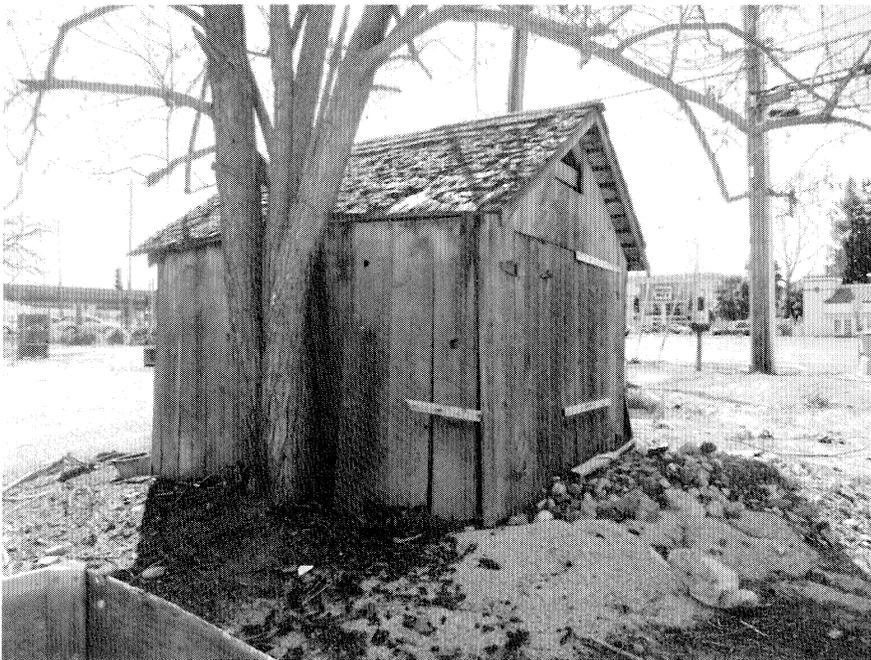


Photograph # 8 Malech  
Chicken Coop used for  
general storage.  
Date: February 28, 2011



Photograph # 9-  
Malech pump house  
Photograph:1996

Pump House



Photograph # 10 Malech  
Pump House.

Date: February 28, 2011



Photograph # 11  
Pump House and  
“dog shed” with  
the connection.  
Almaden  
Expressway is in  
the background.

Date: February 28,  
2011

Other than the buildings described above, there are miscellaneous sheds, garages and workshops on the property. It is also littered with pieces of equipment, trucks, tractors and agricultural implements.



Photographs #12 14520-2454- Almaden Expressway

Miscellaneous sheds Date: February 28, 2011

## **California Register of Historic Resources:**

The California Register program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding and affords certain protections under the California Environmental Quality Act.

### **Criteria for Designation**

Criterion 1 Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.

Criterion 2 Associated with the lives of persons important to local, California or national history.

Criterion 3 Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.

Criterion 4 Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

In addition to meeting at least one of the criteria, the resource must retain sufficient integrity to communicate the reason for its significance.

Considering the integrity of the resources on the subject property, the conclusion is that the diminished integrity of all resources would prevent them from listing in the California Register. In further consideration, a review of the historical associations and the physical descriptions confirm that none of the resources attain significance sufficient to be listed individually or as a collection in the California Register. This determination is further confirmed because resources that do not register above 32 points in the City of San Jose's Historic Evaluation and Tally Sheet would not be considered significant to the history of San Jose, the region, state or nation, and thus are not eligible for the California Register of Cultural Resources.

### In summary:

The 1996 evaluation by Gloria Anne Laffey of Archives & Architecture, compared the buildings and property to the criteria of the National Register of Historic Places and to the criteria in the City of San Jose's Historic Preservation Ordinance. While the National Register has not changed its criteria the City of San Jose has modified the criteria and the evaluation tally. The evaluation in 1996, did not evaluate the property using the criterion of the California Register of Historic Resources. The following evaluation does not revisit the National Register criteria because the City and State criterion are not met. The update compares the property and buildings to the California Register of Historic Resources and to the current San Jose Historic Landmark criteria.

The Cassibba House is a vernacular design, California Bungalow cottage that is severely deteriorated and does not possess historical or architectural significance that would qualify under the City's criteria for

historic landmark nomination or the California Register of Historic Resources. The Evaluation Tally rating of 12.64 points confirms this conclusion.

Laborer's cottage: The cottage has been relocated to this site on Almaden Expressway, and the original location is unknown. Buildings of this type were relocated regularly, often several times in the life of the building.<sup>3</sup> This building is severely deteriorated and while it may have been associated with the important agricultural and food processing eras, the specifics are not known and the condition of the building eliminates its potential for historic landmark consideration or preservation. Fortunately buildings that were more authentic and in the same design and age have been designated City Landmarks and are preserved at History Park.<sup>4</sup> The updated Historic Evaluation Tally for this building shows 7.3 points, and confirms the non-significant rating provided in 1996.

The Pump House and Chicken Coop; these two building were evaluated together because they appear to have been constructed about the same time c. 1920's, and are ancillary to the fruit orchard ranches of Ralph Cassibba or possibly George Malech.<sup>5</sup> As ancillary buildings, both are utilitarian in design with crude construction that does not meet the criteria of a San Jose Historic Landmark. The chicken coop, more than the pump house, has been modified with contemporary or recycled materials to support the current use as storage.

In comparing the current finding to the work done by Archives & Architecture, The history, historic evaluation, setting and feeling have changed very little. The areas of change are in the increased deterioration of the buildings and that they appear to be somewhat more visible when seen from the Almaden Expressway exit from State Highway # 85.

The property retains the finding provided by Archives & Architecture in 1996 that it is not significant to the history or architectural heritage of San Jose or Santa Clara County. It does not meet the criteria of either the City of San Jose, or the California Register of Historic Resources.

<sup>3</sup> Urban Programmers, *Migrant Worker Cabins at History Park, San Jose Historic Landmark Application*, 2010

<sup>4</sup> San Jose City Landmarks #HL10-192

<sup>5</sup> Archives and Architecture, 1996 :14



## HISTORIC EVALUATION SHEET

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HISTORIC RESOURCE NAME: Ralph Cassibba House  
 HISTORIC RESOURCE ADDRESS: 15420 Alma den Expressway

**A. VISUAL QUALIFICATIONS**

- |   |  |   |    |                            |                             |
|---|--|---|----|----------------------------|-----------------------------|
| 1 | EXTERIOR The building is deteriorated and has lost the elements of a rural residence | E | VG | G                          | <input type="checkbox"/> FP |
| 2 | STYLE Craftsman Bungalow (California Variation)                                      | E | VG | <input type="checkbox"/> G | FP                          |
| 3 | DESIGNER unknown   | E | VG | G                          | <input type="checkbox"/> FP |
| 4 | CONSTRUCTION - wood frame, horizontal siding, concrete foundation                    | E | VG | G                          | <input type="checkbox"/> FP |
| 5 | SUPPORTIVE ELEMENTS : none of importance   | E | VG | G                          | <input type="checkbox"/> FP |

**B. HISTORY/ASSOCIATION**

- |   |  |   |    |                            |                             |
|---|--|---|----|----------------------------|-----------------------------|
| 6 | PERSON/ORGANIZATION Ralph Cassibba - fruit rancher | E | VG | G                          | <input type="checkbox"/> FP |
| 7 | EVENT none of individual significance              | E | VG | G                          | <input type="checkbox"/> FP |
| 8 | PATTERNS small fruit ranch, family home            | E | VG | <input type="checkbox"/> G | FP                          |
| 9 | AGE c.1915   | E | VG | <input type="checkbox"/> G | FP                          |

**C. ENVIRONMENTAL/CONTEXT**

- |    |   |   |    |   |                             |
|----|---|---|----|---|-----------------------------|
| 10 | CONTINUITY Not located in an area of importance                     | E | VG | G | <input type="checkbox"/> FP |
| 11 | SETTING: Not compatible with the development in the area            | E | VG | G | <input type="checkbox"/> FP |
| 12 | FAMILIARITY : Although on a major road the house is not distinctive | E | VG | G | <input type="checkbox"/> FP |

**D. INTEGRITY**

- |    |  |                            |                             |                            |                             |
|----|--|----------------------------|-----------------------------|----------------------------|-----------------------------|
| 13 | CONDITION  | E                          | VG                          | <input type="checkbox"/> G | FP                          |
| 14 | EXTERIOR ALTERATIONS ; Rear porches infill, concrete steps         | E                          | <input type="checkbox"/> VG | G                          | FP                          |
| 15 | STRUCTURAL REMOVALS none observed. Rear alterations appear infill. | <input type="checkbox"/> E | VG                          | G                          | FP                          |
| 16 | SITE relocated in 1952- original location unknown                  | E                          | VG                          | G                          | <input type="checkbox"/> FP |

**E. REVERSIBILITY**

- |    |  |   |    |                            |    |
|----|--|---|----|----------------------------|----|
| 17 | EXTERIOR Sever deterioration makes resolvability difficult | E | VG | <input type="checkbox"/> G | FP |
|----|--|---|----|----------------------------|----|

- |    |                                 |   |    |   |                             |
|----|---------------------------------|---|----|---|-----------------------------|
| 18 | NATIONAL OR CALIFORNIA REGISTER | E | VG | G | <input type="checkbox"/> FP |
|----|---------------------------------|---|----|---|-----------------------------|

REVIEWED BY: Bonnie Bamburg  
 DATE: March 15,2011

## EVALUATION TALLY SHEET (PART 1)

---

HISTORIC RESOURCE ADDRESS: 15420 Alma den Expressway

A	<u>VISUAL QUALITY/DESIGN</u>	E	VG	G	FP	
	1 EXTERIOR	16	12	6	0	0
	2 STYLE	10	8	4	0	4
	3 DESIGNER	6	4	2	0	0
	4 CONSTRUCTION	10	8	4	0	0
	5 SUPPORTIVE ELEMENTS	8	6	3	0	0
						Subtotal:
						4
B.	<u>HISTORY/ASSOCIATION</u>					
	6 PERSON/ORGANIZATION	20	15	7	0	0
	7 EVENT	20	15	7	0	0
	8 PATTERNS	12	9	5	0	5
	9 AGE	8	6	3	0	3
						Subtotal:
						8
C.	<u>ENVIRONMENTAL/ CONTEXT</u>					
	10 CONTINUITY	8	6	3	0	0
	11 SETTING	6	4	2	0	0
	12 FAMILIARITY	10	8	4	0	0
						SUBTOTAL:
						0
						A & C SUBTOTAL:
						4
						B SUBTOTAL:
						8
						PRELIMINARY TOTAL:
						12
						(sum of A. B. & C.)

## EVALUATION TALLY SHEET (PART II)

---

HISTORIC RESOURCE ADDRESS: 15420 Alma den Expressway

D.	<u>INTEGRITY</u>	E	VG	G	FP				
	13 CONDITION		0.03	0.05	0.1	12 X	0.05 =	0.6	
			SUBTOTAL A,B&C						
	14 EXTERIOR ALTERATIONS		0.05	0.1	0.2	4 X	0.05 =	0.2	
			SUBTOTAL A&C						
			0.03	0.05	0.1	8 X	0.03 =	0.24	
			FROM B						
	15 STRUCTURAL REMOVALS		0.2	0.3	0.4	4 X	0 =	0	
			SUBTOTAL: A & C						
			0.1	0.2	0.4	8 X	0 =	0	
			FROM B						
	16 SITE		0.1	0.2	0.4	8 X	0.04 =	0.32	
			FROM B						
			<b>INTEGRITY DEDUCTIONS SUBTOTAL</b>					1.36	
			<b>ADJUSTED SUBTOTAL:</b>					12 - 1.36	10.64
			(Preliminary Total minus Integrity Deductions)						

E	<u>REVERSIBILITY</u>	E	VG	G	FP			
	17 EXTERIOR	3	3	2	2			2
			Total:			2		

**ADJUSTED TOTAL:** 12.64

## HISTORIC EVALUATION SHEET

---

HISTORIC RESOURCE NAME: Malech Farm- Laborer's Cottage -ancillary building  
 HISTORIC RESOURCE ADDRESS: 14540 Almaden Expressway

### A. VISUAL QUALIFICATIONS

- |   |  |   |    |   |    |
|---|--|---|----|---|----|
| 1 | EXTERIOR The c.1910 building is severely deteriorated and has been covered with sheet metal, ply-wood and/or plastic | E | VG | G | FP |
| 2 | STYLE Vernacular   | E | VG | G | FP |
| 3 | DESIGNER unknown   | E | VG | G | FP |
| 4 | CONSTRUCTION - wood frame, horizontal siding, wood/ pier foundation  | E | VG | G | FP |
| 5 | SUPPORTIVE ELEMENTS : none of importance   | E | VG | G | FP |

### B. HISTORY/ASSOCIATION

- |   |  |   |    |   |    |
|---|--|---|----|---|----|
| 6 | PERSON/ORGANIZATION Gustave Malech - agriculture | E | VG | G | FP |
| 7 | EVENT none of individual significance            | E | VG | G | FP |
| 8 | PATTERNS small fruit ranch, ancillary building   | E | VG | G | FP |
| 9 | AGE c.1910                                       | E | VG | G | FP |

### C. ENVIRONMENTAL/CONTEXT

- |    |  |   |    |   |    |
|----|--|---|----|---|----|
| 10 | CONTINUITY Not located in an area of importance                                  | E | VG | G | FP |
| 11 | SETTING: Not compatible with the development in the area                         | E | VG | G | FP |
| 12 | FAMILIARITY : Buildings are most visible from the off ramp from State Highway 85 | E | VG | G | FP |

### D. INTEGRITY

- |    |  |   |    |   |    |
|----|--|---|----|---|----|
| 13 | CONDITION deteriorated, sagging and patched with foreign materials   | E | VG | G | FP |
| 14 | EXTERIOR ALTERATIONS ; Front and side additions, loss of historic materials  | E | VG | G | FP |
| 15 | STRUCTURAL REMOVALS none observed. Rear alterations appear infill.   | E | VG | G | FP |
| 16 | SITE laborer's cottage relocated c.1930, residence demolished 1990's created a loss of context for the remaining ancillary buildings | E | VG | G | FP |

### E. REVERSIBILITY

- |    |   |   |    |   |    |
|----|---|---|----|---|----|
| 17 | EXTERIOR Sever deterioration, loss of materials makes reversibility impossible without reconstruction | E | VG | G | FP |
|----|---|---|----|---|----|

REVIEWED BY: Bonnie Bamburg  
 Date: March 24, 2011

## EVALUATION TALLY SHEET (PART 1)

HISTORIC RESOURCE NAME: Malech Farm- Laborer's Cottage -ancillary building

HISTORIC RESOURCE ADDRESS: 14540 Almaden Expressway

A	<u>VISUAL QUALITY/DESIGN</u>	E	VG	G	FP	
	1 EXTERIOR	16	12	6	0	0
	2 STYLE	10	8	4	0	0
	3 DESIGNER	6	4	2	0	0
	4 CONSTRUCTION	10	8	4	0	0
	5 SUPPORTIVE ELEMENTS	8	6	3	0	0
						Subtotal:
						0
B.	<u>HISTORY/ASSOCIATION</u>					
	6 PERSON/ORGANIZATION	20	15	7	0	7
	7 EVENT	20	15	7	0	0
	8 PATTERNS	12	9	5	0	5
	9 AGE	8	6	3	0	3
						Subtotal:
						15
C.	<u>ENVIRONMENTAL/ CONTEXT</u>					
	10 CONTINUITY	8	6	3	0	0
	11 SETTING	6	4	2	0	0
	12 FAMILIARITY	10	8	4	0	4
						SUBTOTAL:
						4
						A & C SUBTOTAL:
						4
						B SUBTOTAL:
						15
						PRELIMINARY TOTAL:
						19
						(sum of A. B. & C.)

## EVALUATION TALLY SHEET (PART II)

HISTORIC RESOURCE NAME: Malech Farm- Laborer's Cottage -ancillary building

HISTORIC RESOURCE ADDRESS: 14540 Almaden Expressway

D.	<u>INTEGRITY</u>	E	VG	G	FP			
	13 CONDITION		0.03	0.05	0.1	19 X	0.05 =	0.95
		SUBTOTAL A,B&C						
	14 EXTERIOR ALTERATIONS		0.05	0.1	0.2	4 X	0.1 =	0.4
		SUBTOTAL A&C						
			0.03	0.05	0.1	15 X	0.05 =	0.75
		FROM B						
	15 STRUCTURAL REMOVALS		0.2	0.3	0.4	4 X	0.3 =	1.2
		SUBTOTAL: A & C						
			0.1	0.2	0.4	15 X	0.1 =	1.5
		FROM B						
	16 SITE		0.1	0.2	0.4	15 X	0.4 =	6
		FROM B						
		<b>INTEGRITY DEDUCTIONS SUBTOTAL</b>						10.8
		<b>ADJUSTED SUBTOTAL:</b> 19 - 10.8						8.2
		(Preliminary Total minus Integrity Deductions)						

E	<u>REVERSIBILITY</u>	VALUE					
		E	VG	G	FP		
	17 EXTERIOR	3	3	2	2		2
		Total:				2	

**ADJUSTED TOTAL:** 10.2

# HISTORIC EVALUATION SHEET

---

HISTORIC RESOURCE NAME: Malech Farm- Chicken Coop & Pump House -ancillary buildings  
 HISTORIC RESOURCE ADDRESS: 14540 Almaden Expressway

**A. VISUAL QUALIFICATIONS**

- |   |   |   |    |   |    |
|---|---|---|----|---|----|
| 1 | EXTERIOR The c.1920 buildings are severely deteriorated<br>the coop has been altered for general storage. | E | VG | G | FP |
| 2 | STYLE Vernacular  | E | VG | G | FP |
| 3 | DESIGNER unknown  | E | VG | G | FP |
| 4 | CONSTRUCTION - wood frame, vertical siding, wood foundation   | E | VG | G | FP |
| 5 | SUPPORTIVE ELEMENTS : none of importance  | E | VG | G | FP |

**B. HISTORY/ASSOCIATION**

- |   |  |   |    |   |    |
|---|--|---|----|---|----|
| 6 | PERSON/ORGANIZATION Gustave Malech - agriculture | E | VG | G | FP |
| 7 | EVENT none of individual significance            | E | VG | G | FP |
| 8 | PATTERNS small fruit ranch, ancillary building   | E | VG | G | FP |
| 9 | AGE c.1920                                       | E | VG | G | FP |

**C. ENVIRONMENTAL/CONTEXT**

- |    |  |   |    |   |    |
|----|--|---|----|---|----|
| 10 | CONTINUITY Not located in an area of importance  | E | VG | G | FP |
| 11 | SETTING: Not compatible with the development in the area   | E | VG | G | FP |
| 12 | FAMILIARITY : Buildings are most visible from the Almaden Expressway<br>off-ramp from State Highway 85 (N) | E | VG | G | FP |

**D. INTEGRITY**

- |    |   |   |    |   |    |
|----|---|---|----|---|----|
| 13 | CONDITION deteriorated, sagging and patched with foreign materials                                  | E | VG | G | FP |
| 14 | EXTERIOR ALTERATIONS ; Repairs and loss of historic materials                                       | E | VG | G | FP |
| 15 | STRUCTURAL REMOVALS none observed.  | E | VG | G | FP |
| 16 | SITE residence demolished 1990's<br>created a loss of context for the remaining ancillary buildings | E | VG | G | FP |

**E. REVERSIBILITY**

- |    |  |   |    |   |    |
|----|--|---|----|---|----|
| 17 | EXTERIOR Sever deterioration, loss of materials makes reversibility<br>impossible without reconstruction | E | VG | G | FP |
|----|--|---|----|---|----|

REVIEWED BY: Bonnie Bamburg  
 Date: March 24, 2011

## EVALUATION TALLY SHEET (PART 1)

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HISTORIC RESOURCE ADDRESS: 14540 Almaden Expressway

A	<u>VISUAL QUALITY/DESIGN</u>	E	VG	G	FP	
	1 EXTERIOR	16	12	6	0	0
	2 STYLE	10	8	4	0	0
	3 DESIGNER	6	4	2	0	0
	4 CONSTRUCTION	10	8	4	0	0
	5 SUPPORTIVE ELEMENTS	8	6	3	0	0
						Subtotal: 0
B.	<u>HISTORY/ASSOCIATION</u>					
	6 PERSON/ORGANIZATION	20	15	7	0	7
	7 EVENT	20	15	7	0	0
	8 PATTERNS	12	9	5	0	5
	9 AGE	8	6	3	0	3
						Subtotal: 15
C.	<u>ENVIRONMENTAL/ CONTEXT</u>					
	10 CONTINUITY	8	6	3	0	0
	11 SETTING	6	4	2	0	0
	12 FAMILIARITY	10	8	4	0	4
						SUBTOTAL: 4
						A & C SUBTOTAL: 4
						B SUBTOTAL: 15
						PRELIMINARY TOTAL: 19
						(sum of A. B. & C.)

## EVALUATION TALLY SHEET (PART II)

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HISTORIC RESOURCE ADDRESS: 14540 Almaden Expressway

D.	<u>INTEGRITY</u>	E	VG	G	FP			
	13 CONDITION		0.03	0.05	0.1	19 X	0.05 =	0.95
			SUBTOTAL A,B&C					
	14 EXTERIOR ALTERATIONS		0.05	0.1	0.2	4 X	0.1 =	0.4
			SUBTOTAL A&C					
			0.03	0.05	0.1	15 X	0.05 =	0.75
			FROM B					
	15 STRUCTURAL REMOVALS		0.2	0.3	0.4	15 X	0.2 =	3
			SUBTOTAL: A & C					
			0.1	0.2	0.4	4 X	0.1 =	0.4
			FROM B					
	16 SITE		0.1	0.2	0.4	15 X	0.4 =	6
			FROM B					
			<b>INTEGRITY DEDUCTIONS SUBTOTAL</b>					<b>11.5</b>
			<b>ADJUSTED SUBTOTAL</b> 19 - 11.5					<b>7.5</b>
			(Preliminary Total minus Integrity Deductions)					

		VALUE					
E	<u>REVERSIBILITY</u>	E	VG	G	FP		
	17 EXTERIOR	3	3	2	2		
		Total:				2	
		<b>ADJUSTED TOTAL:</b>					<b>9.5</b>



**APPENDIX E**  
Energy Conservation Measures

## ENERGY CONSERVATION MEASURES

The project site is considered a transit-oriented development as it is located on a major bus route. The project will include water-efficient fixtures (low flow toilets, etc.) and water-efficient landscaping.

The following is a list of energy conservation measures that will be considered in the project at the PD Permit stage.

- Insulation of roofs and exterior walls to minimize heat loss and gains
- Exterior berming at ground level to provide some additional insulating value to exterior walls
- Use of glass or skylights to enhance use of natural lighting
- Double glazed skylights and light shafts, if used
- Overhangs for sun shielding, as appropriate
- Insulation of all HVAC ducting
- Deciduous trees and bushes around the buildings
- Double glazed windows
- Reflective treatments, operable exterior translucent shutters, or landscape shading on east and west-facing windows
- Use of life-cycle costing on the design and selection of equipment
- Exercise as little control over interior heat and humidity as possible
- Time clocks to control HVAC operations
- Use of economizer cycles or heat wheel recycling techniques on space conditioners
- Use of the largest practical duct and pipe sizes
- Warm spectrum fluorescent lights for interior lighting
- Sodium vapor lights for exterior lighting
- Individual light switches for smaller interior areas
- Design of lighting levels specifically for the intended function
- Insulation of all hot water pipes
- Temperature settings that are no hotter than is needed to serve the needs of the building
- Use of high-efficiency equipment
- Servicing and maintenance of all equipment according to manufacturers' recommended procedures
- Use of the most efficient, cost-effective HVAC and lighting systems available

Additional green building design features to be considered include:

- Bike racks
- Preferential parking for hybrid and electric vehicles
- Regional, renewable and recycled materials
- Low VOC paints and sealants
- Reflective\* parking deck surface (to reduce "heat island" effects)

- Cool roofs
- Energy-efficient building systems
- Green roofs
- Smart meters
- Programmable thermostats
- Solar water heaters
- Tank-less water heaters
- Solar panels
- Increased roof/ceiling insulation

\* *“Reflective” refers to the surface material’s ability to reject solar heat; it does not refer to visually reflective surfaces.*

**APPENDIX F**  
Geology and Soils

Date: April 7, 2011  
Project No.: 154-4-1

Prepared For: Mr. Richard Mindigo  
**MINDIGO & ASSOCIATES**  
1984 The Alameda #1  
San Jose, CA 95126-1442

Re: Discussion of Soil Liquefaction Potential  
Almaden Ranch Retail Center  
Almaden Expressway and Cherry Avenue  
San Jose, California

Dear Mr. Mindigo:

As requested, this letter provides our discussion of soil liquefaction potential for the Almaden Ranch Retail Center project in San José, California. We understand that your firm is preparing Environmental Impact Report (EIR) documentation for the project. The purpose of this letter is to provide a geologic and geotechnical discussion of soil liquefaction potential for the project and site based on our review of current California Geologic Survey Liquefaction Hazard mapping in the site area and a geotechnical report titled "Soil Engineering Study, Proposed Multi-Family Residential Development, Almaden Expressway at Highway 85, San Jose, California" dated July 1996 by Earth Systems Consultants.

### **Soil Liquefaction and Associated Ground Failures**

The majority of the City of San José is located within the Santa Clara Valley, which is a broad alluvial plain with alluvial soils extending several hundred feet below the ground surface. During strong seismic shaking, loose, saturated sand and silt layers can soften, potentially resulting in ground deformation (soil liquefaction) and/or flow failures in sloping ground or where open faces are present (lateral spreading). Factors that influence liquefaction potential include geologic age of a soil deposit, soil type, soil cohesion, ground water level, and the potential for the site to undergo moderate to severe ground shaking from earthquakes generated on nearby faults. Along active stream channels, liquefaction susceptibility is typically high. Bedrock areas are not typically susceptible to liquefaction.

Lateral spreading typically occurs as a form of horizontal displacement of relatively flat-lying material toward an open face such as an excavation (either temporary or permanent), channel, or body of water. This movement is generally due to failure along a weak plane in soils and may often be associated with liquefaction. Areas of San José most prone to lateral spreading include lands adjacent to the Guadalupe River and Coyote Creek, where liquefaction probability is greatest (U.S. Geological Survey, 2008), and in the marshland deposits of northernmost San José.

The California Geological Survey (CGS) has prepared maps of areas likely to have potentially liquefiable soil conditions titled, "State of California Seismic Hazard Zones," overlain on 7.5-

minute quadrangle sheets. A portion of the San Jose East and West 7.5 minute quadrangle sheets have been reproduced as Figure 1 which shows the site is mapped within a State designated Liquefaction Hazard Zone. This mapping is recognized by the City of San José as the official liquefaction hazard mapping for the project site. In general, the City Engineering Geologist will require a liquefaction hazard evaluation for all sites within State liquefaction hazard zones (except minor residential addition projects, exempted by the Building Department). In addition, for sites adjacent to creeks, rivers, or other bodies of water, a lateral spreading hazard analysis will need to be performed. If liquefaction and/or lateral spreading are determined to be site hazards, mitigation recommendations, such as densification of loose soils or use of deep foundations, are required.

Liquefaction-Induced ground surface manifestations include sand boils, ground fissuring or ground cracking (also referred to as lurching), and are a result of fracturing, distortion, and displacement of near surface soils from seismic shaking that cannot be related to fault ground rupture, landslides, or ground settlement due to static loads at the site. The occurrence of this type of ground failure is often related to moisture content of the soils and it is most commonly seen in previous or current marshy areas or valley bottom lands. These areas are often underlain by shallow liquefiable sediments that sometimes erupt onto the ground surface as sand boils. For these ground surface manifestations to occur, the pore water pressure within the liquefiable soil layer will need to be great enough to break through the overlying non-liquefiable layer. Liquefaction evaluations will need to determine whether the depth and thickness of the potentially liquefiable layer could result in these ground surface manifestations, and present mitigation recommendations if it is determined to be a site hazard.

---

### **Impact and Mitigation for Soil Liquefaction**

As discussed above, liquefaction is a geologic process that causes various types of ground failure. It typically occurs in loose, saturated sediments primarily of sandy composition, in the presence of ground accelerations over 0.2g (SCEC, 2002). Recent studies have shown that low plasticity silts and clays may also be susceptible to liquefaction and/or cyclic mobility (CGS, 2008). When liquefaction occurs, the sediments involved have a total or substantial loss of shear strength, and behave like a liquid or semi-viscous substance. Liquefaction can cause structural distress or failure due to ground settlement, a loss of bearing capacity in the foundation soils, and the buoyant rise of buried structures. The excess hydrostatic pressure generated by ground shaking can result in the formation of sand boils or mud spouts, and/or seepage of water through ground cracks.

The types of ground failure typically associated with liquefaction are explained below:

Lateral Spreading - Lateral displacement of surficial blocks of soil as the result of liquefaction in a subsurface layer is called lateral spreading. Even a very thin liquefied layer can act as a hazardous slip plane if it is continuous over a large enough area. Once liquefaction transforms the subsurface layer into a fluid-like mass, gravity plus inertial forces caused by the earthquake may move the mass downslope towards a cut slope or free face (such as a river channel or a canal). Lateral spreading most commonly occurs on gentle slopes that range between 0.3 degrees and 3 degrees, and can displace the ground surface by several meters to tens of meters. Such movement damages pipelines, utilities, bridges, roads, and other structures. During the 1906 San Francisco earthquake, lateral spreads with displacements of only a few feet damaged every major pipeline. Lateral spreading was also reported in and around the San Francisco Bay Area during the 1989 Loma Prieta earthquake (CDMG, 1998-2003).

Flow Failure – The most catastrophic mode of ground failure caused by liquefaction is flow failure. Flow failure usually occurs on slopes greater than 3 degrees. Flows are principally liquefied soil or blocks of intact material riding on a liquefied subsurface. Displacements are often in the tens of meters, but under favorable circumstances, soils can be displaced for tens of miles, at velocities of tens of miles per hour. Due to the distance from the edge of the San Francisco Bay shoreline, the potential for large scale flow failure in the City of San Jose is remote.

Ground Oscillation – When liquefaction occurs at depth but the slope is too gentle to permit lateral displacement, the soil blocks that are not liquefied may separate from one another and oscillate on the liquefied zone. The resulting ground oscillation may be accompanied by the opening and closing of fissures (cracks) and sand boils, potentially damaging structures and underground utilities (Tinsley et. al., 1985).

Loss of Bearing Strength/Settlement – When a soil liquefies, loss of bearing strength may occur beneath a structure, possibly causing the building to settle and tilt. If the structure is buoyant, it may float upward. During the 1964 Niigata, Japan earthquake, buried septic tanks rose as much as 3 feet, and structures in the Kwangishicho apartment complex tilted as much as 60 degrees (Tinsley et. al., 1985; Bray et. al, 2006). Based on our review of the 1996 report by Earth Systems Consultants and our experience in the area of the site; if liquefaction were to occur the likely consequence would be minor settlement of the ground surface without surface rupture. This should be confirmed by a design-level geotechnical investigation which follows the currently recognized methodology for evaluation of liquefaction potential.

Ground Lurching – Soft, saturated soils have been observed to move in a wave-like manner in response to intense seismic ground shaking, forming ridges or cracks on the ground surface. At present, the potential for ground lurching to occur at a given site can only generally be predicted. Areas underlain by thick accumulation of colluvium and alluvium, such as encountered throughout much of Santa Clara Valley, appear to be the most susceptible to ground lurching. Under strong ground motion conditions, lurching can be expected in loose, cohesionless soils, or in clay-rich soils with high moisture content. In some cases, the deformation remains after the shaking stops (Barrows et. al., 1994).

### **Mitigation of Liquefaction**

Liquefaction Hazard maps have been prepared for all 7.5-Minute Quadrangle Maps encompassing the City of San Jose, except for the Lick Observatory 7.5-Minute Quadrangle. In accordance with the Seismic Hazards Mapping Act, all projects within a State-delineated Seismic Hazard Zone for liquefaction must be evaluated by a Certified Engineering Geologist and/or Registered Civil Engineer (this is typically a civil engineer with training and experience in soil engineering). Most often however, it is appropriate for both the engineer and geologist to be involved in the evaluation, and in the implementation of the mitigation measures. Likewise, project review by the local agency must be performed by geologists and engineers with the same credentials and experience. In order to assist project consultants and reviewers in the implementation of the SHMA, the State has published specific guidelines for evaluating and mitigating liquefaction (CGS, 2008). In general, a liquefaction study is designed to identify the depth, thickness, and lateral extent of any liquefiable layers that would affect the project site. An analysis is then performed to estimate the type and amount of ground deformation that might occur, given the seismic potential of the area.

Mitigation measures generally fall in one of two categories: ground improvement or foundation design. Ground improvement includes such measures as removal and re-compaction of low-density soils, removal of excess ground water, in-situ ground densification, and other types of ground improvement (such as grouting or surcharging). Special foundations that are typically considered to mitigate impacts from liquefaction range from deep piles to reinforcement of shallow foundations (such as post-tensioned mats or grid footings). Mitigation for lateral spreading may also include modification of the site geometry (i.e. building setbacks) or inclusion of retaining structures. The type (or combinations of types) of mitigation depends on the site conditions and on the nature of the proposed project (CGS, 2008).

---

## References

Bray, J.D., 2001, Developing Mitigation Measures for the Hazards Associated with Earthquake Surface Fault Rupture; *in* A Workshop on Seismic Fault-Induced Failures – Possible Remedies for Damage to Urban Facilities: Research Project 2000 Grant-in-Aid for Scientific Research (No. 12355020), Japan Society for the Promotion of Science, Workshop Leader, Kazuo Konagai, University of Tokyo, Japan, pp. 55-79, January 11-12, 2001.

California Geological Survey, 2008, "Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication 117a, September 11, 2008.

California Geological Survey, 2000, State of California Seismic Hazard Zones, San Jose East 7.5-Minute Quadrangle, Santa Clara County, California: Seismic Hazard Zone Report 044.

California Geological Survey, 2002, State of California Seismic Hazard Zones, San Jose West 7.5-Minute Quadrangle, Santa Clara County, California: Seismic Hazard Zone Report 058.

Earth Systems Consultants, 1996, Soil Engineering Study, Proposed Multi-Family Residential Development, Almaden Expressway at Highway 85, San Jose, California, unpublished consultant's report dated July 1996.

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## Closure

This letter has been prepared for the sole use of Mindigo & Associates and their design consultants specifically for the Almaden Ranch Retail Center project in San José, California. Our professional services were performed, our findings obtained, and our recommendations prepared in accordance with generally accepted geotechnical engineering principles and practices at this time and location. No warranties are expressed or implied.

If you have any questions or need any additional information from us, please call and we will be glad to discuss them with you.



Sincerely,

**CORNERSTONE EARTH GROUP, INC.**

A handwritten signature in black ink, appearing to read 'S. Fitinghoff', written over a horizontal line.

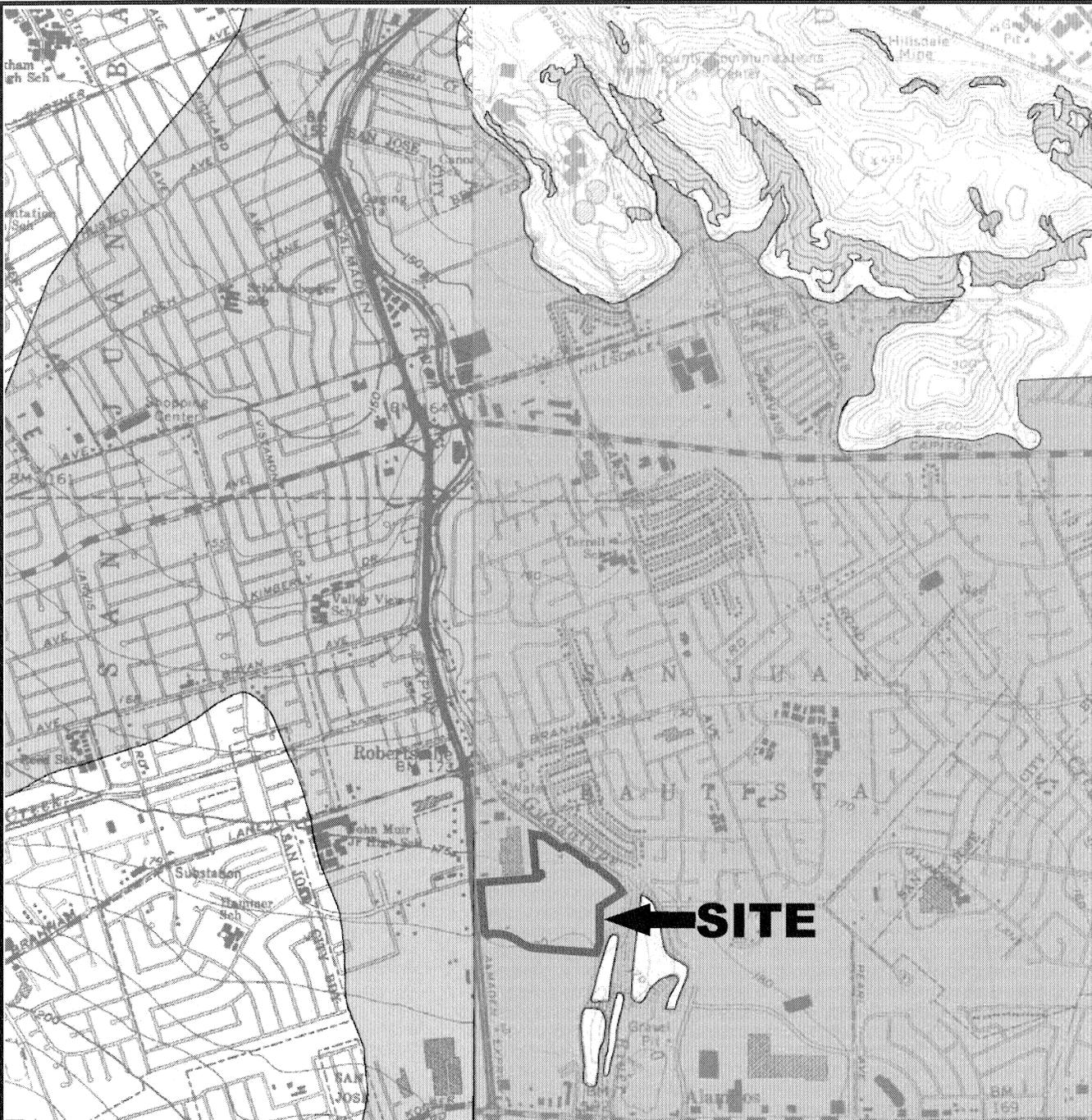
Scott E. Fitinghoff, P.E., G.E.  
Principal Engineer



SEF:DTT:sef

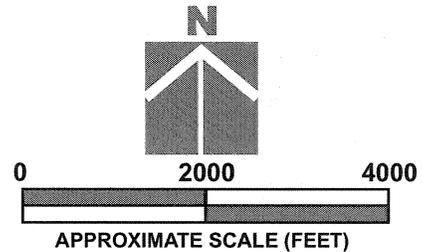
Attachment: Figure 1 – Seismic Hazard Map

Copies:            Addressee (1 by email)



San Jose West Quadrangle, dated February 7, 2002 | San Jose East Quadrangle, dated January 17, 2001

- 
**Liquefaction**  
 Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.
- 
**Earthquake-Induced Landslides**  
 Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.



Base by State of California, Seismic Hazard Zones.

 <b>CORNERSTONE EARTH GROUP</b>	<b>Seismic Hazard Map</b>	Project Number 154-4-1
	<b>Arcadia Almaden Ranch San Jose, CA</b>	Figure Number Figure 1
		Date March 2011

**APPENDIX G**  
Hazardous Materials



# AEI Consultants

Environmental & Engineering Services

May 6, 2011

## PHASE I ENVIRONMENTAL SITE ASSESSMENT

**Property Identification:**

14418-14540 Almaden Expressway  
San Jose, Santa Clara County, California 95118

AEI Project No. 296578

**Prepared for:**

Arcadia Homes, Inc.  
900 East Hamilton Avenue  
Campbell, California 95008

**Prepared by:**

AEI Consultants  
3880 South Bascom Avenue, Suite 108  
San Jose, California 95124  
(408) 559-7600

San Francisco HQ

Atlanta

Chicago

Dallas

Denver

Irvine

Los Angeles

Miami

New York

Phoenix

Portland

San Jose

National Presence

Regional Focus

Local Solutions



## PROJECT SUMMARY

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**14418-14540 Almaden Expressway, San Jose, Santa Clara County, California**

Report Section		No Further Action	REC	HREC	Recommended Action
<b>2.1</b>	Current use of subject property	<b>X</b>			
<b>2.2</b>	Adjoining property information	<b>X</b>			
<b>3.1</b>	Historical Summary				Further evaluation may be necessary based on previous analytical data relating to pesticides and mercury on the subject property
<b>4.0</b>	Regulatory Agency Records Review	<b>X</b>			
<b>5.0</b>	Regulatory Database Records Review	<b>X</b>			
<b>6.3</b>	Previous Reports				
<b>7.0</b>	Site Inspection and Reconnaissance	<b>X</b>			
<b>7.2.1</b>	Asbestos-Containing Materials				AEI recommends appropriate survey activities prior to demolition
<b>7.2.2</b>	Lead-Based Paint				AEI recommends appropriate survey activities prior to demolition
<b>7.2.3</b>	Radon	<b>X</b>			
<b>7.2.4</b>	Lead in Drinking Water	<b>X</b>			
<b>7.2.5</b>	Mold	<b>X</b>			

## EXECUTIVE SUMMARY

AEI Consultants (AEI) was retained by Arcadia Homes, Inc. to conduct a Phase I Environmental Site Assessment (ESA), in general conformance with the scope and limitations of ASTM Standard Practice E1527-05 and the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (40 CFR Part 312) for the property located at 14418-14540 Almaden Expressway in the City of San Jose, Santa Clara County, California. Any exceptions to, or deletions from, this practice are described in Section 1.3 of this report.

### PROPERTY DESCRIPTION

The subject property is bound by Almaden Expressway (formerly Almaden Road) to the west, Highway 85 to the south and Chynoweth Avenue to the north in a mixed commercial, undeveloped and residential area of San Jose, California. The property, consisting of four parcels, is irregularly shaped, totals approximately 43.57 acres and is primarily undeveloped. The western portion of the subject property is utilized for agricultural purposes, and is further improved with several permanent and mobile residences, miscellaneous storage sheds, and assorted materials and farming equipment.

According to historical sources dating back to 1939, the subject property was used primarily as agricultural land through circa 1981, and partially used as agricultural land since 1981. Permanent and mobile residences appear to have been located on the southwestern corner of the subject property since at least 1939; the permanent residence currently on the subject property is first visible in the 1956 aerial photograph. An additional residence appears to have been located on the northeastern portion of the subject property from circa 1939 to 1965. The subject property appears to have been primarily vacant land since at least 1999; however, building department records indicate that a portion of the property has been seasonally used as a Christmas tree lot and pumpkin patch since at least 1993.

The subject property was not identified in the regulatory database.

The immediately surrounding properties consist of the following:

Direction from Site	Address-Tenant/Use
<b>North</b>	Chynoweth Avenue, followed by S&G Carpets (4952 Almaden Expressway), Precision Auto Tune (4954 Almaden Expressway), Safeway (4950 Almaden Expressway) and Rotten Robbie (4962 Almaden Expressway)
<b>Northeast</b>	Guadalupe River, followed by private residences
<b>Northwest</b>	Intersection of Almaden Expressway and Chynoweth Avenue, followed by AM PM Gas Station (4995 Almaden Expressway)
<b>South</b>	Highway 85
<b>East</b>	Lands of the Santa Clara Valley Water District, including groundwater recharge ponds
<b>West</b>	Almaden Expressway, followed by Classic Car Wash (5005 Almaden Expressway) and Robertsville Square Shopping Center, which includes Britannia Arms Pub & Restaurant, Dollar Tree, Bogey's Pizza, Cleaners 4 Less, The Futon Shop, Music Go Round, MMM Carpets, Classic Kitchens and Kalinka Russian and European Grocery (5021-5039 Almaden Expressway) and Scramblz Restaurant (5055 Almaden Expressway)

An adjacent property to the north (4962 Almaden Expressway) was identified in the regulatory database as an Underground Storage Tank (UST) and Leaking Underground Storage Tank (LUST) site. An adjacent property to the north (4950 Almaden Expressway) was identified as a Hazardous Waste Manifest site. An adjacent site to the northwest (4995 Almaden Expressway) was identified as a UST, LUST, Hazardous Waste Manifest and Emergency Response Notification Site (ERNS) site. An adjacent site to the west (5005 Almaden Expressway) was identified as a UST and LUST site. Please refer to Section 5.1.

Based upon groundwater monitoring data from adjacent sites, the direction of groundwater flow beneath the subject property is inferred to be to the general north and groundwater is present at an estimated depth of 21-28 feet below ground surface (bgs).

## **FINDINGS**

Recognized Environmental Conditions (RECs) are defined by the ASTM Standard Practice E1527-05 as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. AEI's assessment has revealed the following RECs associated with the subject property or nearby properties:

- No on-site RECs were identified during the course of this assessment.

Historical Recognized Environmental Conditions (HRECs) are defined by the ASTM Standard Practice E1527-05 as an environmental condition which in the past would have been considered a recognized environmental condition, but which may or may not be considered a recognized environmental condition currently. AEI's assessment has revealed the following HRECs associated with the subject property or nearby properties:

- No on-site HRECs were identified during the course of this assessment.

De Minimis Environmental Conditions include environmental concerns identified by AEI that warrant discussion but do not qualify as RECs, as defined by the ASTM Standard Practice E1528-05. AEI's assessment has revealed the following de minimis environmental conditions associated with the subject property or nearby properties:

- No on-site de minimis environmental conditions were identified during the course of this assessment.

Business Environmental Risks (BERs) include risks which can have a material environmental or environmentally-driven impact on the business associated with the current or planned use of the subject property, not necessarily limited to those environmental issues required to be investigated in the standard ASTM scope. BERs may affect the liabilities and financial obligations of the client, the health & safety of site occupants, and the value and marketability of the subject property. AEI's assessment has revealed the following BERs associated with the subject property or nearby properties:

- The subject property was historically used for agricultural purposes. As such, there is a potential that agricultural chemicals, such as pesticides, herbicides and fertilizers, were used onsite. According to documentation reviewed during this assessment, a subsurface investigation of the subject property was conducted in 1997 to assess the potential for

contamination due to historical agricultural use. During this assessment, the subject property was partitioned into 15 sub-plots, and one near surface soil sample was collected from the approximate center of most of the areas and analyzed for organochlorine pesticides, arsenic, lead and mercury. One of the sub-plots was subsequently determined to be outside the property boundary; as such, only 14 samples were analyzed. The pesticide dichlorodiphenyltrichloroethane (DDT) was detected in 5 samples, with the highest concentration reported at 0.1 parts per million (ppm). The pesticide dichlorodiphenyldichlorotethene (DDE) was detected in 12 samples, with the highest concentration reported at 0.76 ppm. The pesticide dichlorodiphenyldichloroethane (DDD) was detected in 5 samples, with the highest concentration reported at 0.045 ppm. The only other pesticide detected was dieldrin, which was reported in one sample at a concentration of 0.008 ppm. All pesticide concentrations were below respective Environmental Screening Levels (ESLs) with the exception of dieldrin at 0.008 ppm. Based on the elevated level of dieldrin detected, additional evaluation with respect to dieldrin may be required prior to site redevelopment.

- Information on file with the San Jose Planning Department (SJPD) included a document entitled 'Addendum to the Almaden/Chynoweth Project Final EIR for Grading Plan Approval and Tree Replacement' dated August 17, 2004. This document reported that unreported fill material had been placed on approximately 14 acres of the subject property in the fall of 2001 and summer of 2002. To assess the quality of the fill, a Fill Quality and Environmental Quality Testing Report was completed by Earth Systems Consultants of Northern California (ESCNC). During this assessment, the 14 acres of reported fill was divided using a grid layout into 24 approximately evenly spaced sub-plots. Two soil samples were collected per plot and analyzed for total petroleum hydrocarbons as gasoline, diesel and motor oil (TPHg, TPHd and TPHmo), benzene, toluene, ethylbenzene and xylenes (BTEX), pesticides, arsenic and lead. The two samples from each pit were composited and then composited with the samples from an adjacent grid for a total analysis of twelve composite samples.

Results of the sampling reported TPHd in all 12 samples at concentrations ranging from 1.0 to 4.1 milligrams per kilogram (mg/kg). TPHmo was detected in six of the samples at concentrations ranging from 15 to 35 mg/kg. TPHg and BTEX were non-detect in all samples. Pesticide concentrations were reported in seven of the 12 samples. The pesticide DDE was reported at concentrations from 0.051 to 0.15 mg/kg. The pesticide DDT was reported in two samples at 0.058 and 0.1 mg/kg. The pesticide dieldrin was reported in one sample at a concentration of 0.061 mg/kg. Lead was detected in all samples at concentrations ranging from 7.3 to 18 mg/kg, and arsenic was detected in two samples at 2.5 and 2.8 mg/kg. ESCNC concluded that no further work related to TPHd, TPHmo, pesticide, arsenic or lead was necessary at that time. However, ESCNC stated that dieldrin levels should be assessed at the location of the elevated detection upon further work or development.

- The subject property is situated adjacent to the Guadalupe River. According to the Regional Water Quality Control Board (RWQCB), the New Almaden Quicksilver Mine located in the foothills south of San Jose released waste mercury into the Guadalupe River, resulting in elevated concentrations of mercury throughout the watershed. In general, the mercury is trapped in the riverbed sediments, but is released downstream during precipitation events. Although elevated concentrations of mercury may be present within the riverbed sediments, the source of the mercury has been identified, and the subject property owner is not

expected to be held responsible for the potential contamination on this adjacent site. Previous soil sampling conducted on the subject property in 1997 involved the collection of 14 soil samples from locations throughout the property. Mercury was detected in all samples, with the concentrations ranging from 0.11 to 3.8 ppm. Only one of the soil samples, collected from the north central portion of the property, was above the ESL for mercury. If redevelopment of the portion of the subject property immediately adjacent/along the Guadalupe River is planned for residential use, the owner/user of the report should contact the local planning department to determine whether sampling is required relating to potential elevated concentrations of mercury.

- During the site inspection, the exact eastern boundaries of the subject property could not be determined. Two sanitary sewer caps and one storm sewer cap located within concrete cylinders were observed near the eastern and southeastern portion of the subject property and adjacent groundwater recharge ponds. Two additional concrete cylinders were observed, and are presumed to have been the locations of former sanitary sewer and/or storm sewer caps. A Santa Clara Valley Water District (SCVWD) sign on the fencing at the adjacent property issued a warning regarding approaching outlet pipes. The caps observed may be associated with features related to storm water and/or treated sewage water discharge to the adjacent groundwater recharge ponds or Guadalupe River. No stressed vegetation or evidence of a release was noted in the vicinity of the caps. Based on the presumed nature of use, these features are not expected to represent a significant environmental concern. However, AEI recommends that the southeastern boundary of the subject property and the exact nature/use of the features observed be determined prior to any site redevelopment activities.
- According to the owner of the property and a review of a previous report, the subject property is equipped with two agricultural wells. Based on the nature of use, the presence of the wells is not expected to represent a significant environmental concern. However, AEI recommends these wells be property destroyed under local regulatory guidelines prior to development of the property.
- An onsite resident, Mr. Joe Territo, indicated that the southwestern portion of the subject property was equipped with septic systems; however, the owner of the subject property knew of no septic systems present on the subject property. Based on the nature of occupancy, any on-site septic systems are not expected to represent a significant environmental concern. However, if septic systems are encountered upon future redevelopment, they should be addressed under local regulatory guidelines.
- Based on the age of the residence on the subject property, there is a potential that asbestos containing materials (ACMs) are present. Regardless of building construction date, the EPA's National Emission Standards for Hazardous Air Pollutants (NESHAP) requires that an asbestos survey adhering to AHERA sampling protocol be performed prior to demolition or renovation activities that may disturb ACMs. This requirement may be enforced by the local air pollution control or air quality management district, and specifies that all ACMs be sampled to determine the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential exposure to workers and/or building occupants. Similarly, OSHA regulations require that specific work practices be implemented when handling construction materials and debris that contain lead-containing materials such as paint.

- Due to the age of the subject property buildings, there is a potential that lead-based paint (LBP) is present. AEI understands that demolition activities of the subject property buildings may be planned. AEI recommends that the property owner consult with a certified Lead Risk Assessor to determine options for control of possible lead-based paint hazards. Stringent local and State regulations may apply to lead-based paint in association with building demolition/renovations and worker/occupant protection. It should be noted that construction activities that disturb materials or paints containing *any amount* of lead may be subject to certain requirements of the OSHA lead standard contained in 29 CFR 1910.1025 and 1926.62.

### **CONCLUSIONS, OPINIONS AND RECOMMENDATIONS**

We have performed a Phase I Environmental Site Assessment for the property located at 14418-14540 Almaden Expressway in the City of San Jose, Santa Clara County, California, in general conformance with the scope and limitations of ASTM Standard Practice E1527-05 and the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (40 CFR Part 312). Any exceptions to, or deletions from, this practice are described in Section 1.3 of this report. This assessment has revealed no evidence of RECs in connection with the property. AEI recommends no further investigations for the subject property at this time.

However, if redevelopment of the subject property is planned, further evaluation of the pesticide dieldrin may be required based on the documented concentrations reported during subsurface investigations conducted in 1997 and 2004.

Additionally, if redevelopment of the portion of the subject property immediately adjacent/along the Guadalupe River is planned for residential use, the owner/user of the report should contact the local planning department to determine whether sampling is required relating to potential elevated concentrations of mercury.

AEI also recommends that the southeastern boundary of the subject property and the exact nature/use of the features (sanitary sewer and storm sewer caps) observed near the southeastern boundary of the subject property be determined prior to any site redevelopment activities.

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## **1.0 INTRODUCTION**

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This report documents the methods and findings of the Phase I Environmental Site Assessment (ESA) performed in general conformance with the scope and limitations of ASTM Standard Practice E1527-05 and the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (40 CFR Part 312) for the property located at 14418-14540 Almaden Expressway in the City of San Jose, Santa Clara County, California (Figure 1: Site Location Map, Figure 2: Site Map, and Appendix A: Property Photographs).

### **1.1 SCOPE OF WORK**

The purpose of the Phase I Environmental Site Assessment is to assist the client in identifying potential environmental liabilities associated with the presence of any hazardous substances or petroleum products, their use, storage, and disposal at and in the vicinity of the subject property, as well as regulatory non-compliance that may have occurred at the subject property. Property assessment activities focused on: 1) a review of federal, state, tribal and local databases that identify and describe underground fuel tank sites, leaking underground fuel tank sites, hazardous waste generation sites, and hazardous waste storage and disposal facility sites within the ASTM approximate minimum search distance; 2) a property and surrounding site reconnaissance, and interviews with the past and present owners and current occupants and operators to identify potential environmental contamination; and 3) a review of historical sources to help ascertain previous land use at the site and in the surrounding area.

The goal of AEI Consultants in conducting the Phase I Environmental Site Assessment was to identify the presence or likely presence of any hazardous substances or petroleum products on the property that may indicate an existing release, a past release, or a material threat of a release of any hazardous substance or petroleum product into the soil, groundwater, or surface water of the property.

### **1.2 SIGNIFICANT ASSUMPTIONS**

The following assumptions are made by AEI Consultants in this report. AEI Consultants relied on information derived from secondary sources including governmental agencies, the client, designated representatives of the client, property contact, property owner, property owner representatives, computer databases, and personal interviews. AEI Consultants has reviewed and evaluated the thoroughness and reliability of the information derived from secondary sources including government agencies, the client, designated representatives of the client, property contact, property owner, property owner representatives, computer databases, or personal interviews. It appears that all information obtained from outside sources and reviewed for this assessment is thorough and reliable. However, AEI cannot guarantee the thoroughness or reliability of this information.

Groundwater flow and depth to groundwater, unless otherwise specified by on-site well data, or well data from adjacent sites are assumed based on contours depicted on the United States Geological Survey topographic maps. AEI Consultants assumes the property has been correctly and accurately identified by the client, designated representative of the client, property contact, property owner, and property owner's representatives.

### 1.3 LIMITATIONS

Property conditions, as well as local, state, tribal and federal regulations can change significantly over time. Therefore, the recommendations and conclusions presented as a result of this study apply strictly to the environmental regulations and property conditions existing at the time the study was performed. Available information has been analyzed using currently accepted assessment techniques and it is believed that the inferences made are reasonably representative of the property. AEI Consultants makes no warranty, expressed or implied, except that the services have been performed in accordance with generally accepted environmental property assessment practices applicable at the time and location of the study.

Considerations identified by ASTM as beyond the scope of a Phase I ESA that may affect business environmental risk at a given property include the following: asbestos-containing materials, radon, lead-based paint, lead in drinking water, wetlands, regulatory compliance, cultural and historic resources, industrial hygiene, health and safety, ecological resources, endangered species, indoor air quality, mold, vapor intrusion, and high voltage lines. These environmental issues or conditions may warrant assessment based on the type of the property transaction; however, they are considered non-scope issues under ASTM Standard Practice E1527-05.

If requested by the client, these non-scope issues are discussed in Section 7.2. Otherwise, the purpose of this assessment is solely to satisfy one of the requirements for qualification of the innocent landowner defense, contiguous property owner or bona fide prospective purchaser under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). ASTM Standard Practice E1527-05 and the EPA Standards and Practices for All Appropriate Inquiries (40 CFR Part 312) constitute the "all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice" as defined in:

- 1) 42 U.S.C § 9601(35)(B), referenced in the ASTM Standard Practice E1527-05.
- 2) Sections 101(35)(B) (ii) and (iii) of CERCLA and referenced in the EPA Standards and Practices for All Appropriate Inquiries (40 CFR Part 312).
- 3) 42 U.S.C. 9601(40) and 42 U.S.C. 9607(q).

The Phase I Environmental Site Assessment is not, and should not be construed as, a warranty or guarantee about the presence or absence of environmental contaminants that may affect the property. Neither is the assessment intended to assure clear title to the property in question. The sole purpose of assessment into property title records is to ascertain a historical basis of prior land use. All findings, conclusions, and recommendations stated in this report are based upon facts, circumstances, and industry-accepted procedures for such services as they existed at the time this report was prepared (i.e., federal, state, and local laws, rules, regulations, market conditions, economic conditions, political climate, and other applicable matters). All findings, conclusions, and recommendations stated in this report are based on the data and information provided, and observations and conditions that existed on the date and time of the property visit.

Responses received from local, state, or federal agencies or other secondary sources of information after the issuance of this report may change certain facts, findings, conclusions, or circumstances to the report. A change in any fact, circumstance, or industry-accepted

procedure upon which this report was based may adversely affect the findings, conclusions, and recommendations expressed in this report.

#### 1.4 LIMITING CONDITIONS

The performance of this Phase I Environmental Site Assessment was limited by the following conditions:

- No access was provided to the interior of the permanent or mobile residences on the subject property. A visual inspection of the exterior of these structures did not indicate that hazardous materials or significant quantities of petroleum products appear to be stored in or around these structures. Based on this information, as well as the nature of occupancy, this limitation is not expected to significantly alter the findings of this investigation.
- Due to the size of the subject property, AEI performed a site inspection utilizing a field technique of traversing the site in an attempt to provide an overlapping field of view. Due to the size of the property and the thick vegetation present onsite, areas of the site may have not been accessible for direct observation during AEI's inspection.

#### 1.5 DATA GAPS AND DATA FAILURE

According to ASTM E1527-05, data gaps occur when the Environmental Professional is unable to obtain information required, despite good faith efforts to gather such information. Data failure is one type of data gap. According to ASTM E1527-05 "data failure occurs when all of the standard historical sources that are reasonably ascertainable and likely to be useful have been reviewed and yet the objectives have not been met". Pursuant to ASTM Standards, historical sources are required to document property use back to the property's first developed use or back to 1940, whichever is earlier.

The following data gap was identified during the course of this assessment:

Data Gap:	The earliest historical resource obtained during this investigation was an aerial photograph from 1939 which indicated development of the subject property for agricultural production. The lack of historical sources for the subject property dating back to first developed use represents historical data source failure. AEI was also not able to document the subject property history in five year intervals from 1939-1956 and 1956-1965.			
Does this data gap affect the EP's ability to identify RECs?	Yes		No	<b>X</b>
Rationale	It is assumed that prior to 1939 the subject property would have been used for agricultural purposes, if not undeveloped. Additionally, subject property use appeared similar in aerials photographs from 1939, 1956 and 1965. Therefore, this data gap is not expected to significantly alter the findings of this investigation.			
Information/ sources consulted	Aerial Photographs, City Directories, Sanborn Maps, Agency Records			

## **1.6 RELIANCE**

All reports, both verbal and written, are for the benefit of Arcadia Homes, Inc. This report has no other purpose and may not be relied upon by any other person or entity without the written consent of AEI. Either verbally or in writing, third parties may come into possession of this report or all or part of the information generated as a result of this work. In the absence of a written agreement with AEI granting such rights, no third parties shall have rights of recourse or recovery whatsoever under any course of action against AEI, its officers, employees, vendors, successors or assigns. Reliance is provided in accordance with AEI's Proposal and Standard Terms & Conditions executed by Arcadia Homes on March 29, 2011. The limitation of liability defined in the Terms and Conditions is the aggregate limit of AEI's liability to the client and all relying parties.

## 2.0 SITE AND VICINITY DESCRIPTION

### 2.1 SITE LOCATION AND DESCRIPTION

The subject property is bound by Almaden Expressway (formerly Almaden Road) to the west, Highway 85 to the south and Chynoweth Avenue to the north in a mixed commercial, undeveloped and residential area of San Jose, California. The property, consisting of four parcels, is irregularly shaped, totals approximately 43.57 acres and is primarily undeveloped. The western portion of the subject property is utilized for agricultural purposes, and is further improved with a residence, several mobile residences and miscellaneous storage sheds, and assorted materials and farming equipment.

The subject property was not identified in the regulatory database.

The Assessor's Parcel Numbers (APNs) for the subject property are 458-16-032, 458-17-006, 458-17-017 and 458-17-018. Heating and cooling systems on the subject property are fueled by natural gas and electricity provided by Pacific Gas and Electric (PG&E) and potable water is provided by the San Jose Water Company.

Refer to Figure 1: Site Location Map, Figure 2: Site Map, and Appendix A: Property Photographs for site location.

### 2.2 SITE AND VICINITY CHARACTERISTICS

The immediately surrounding properties consist of the following:

Direction from Site	Address-Tenant/Use
<b>North</b>	Chynoweth Avenue, followed by S&G Carpets, Precision Auto Tune, Safeway (4950 Almaden Expressway) and Rotten Robbie (4962 Almaden Expressway)
<b>Northeast</b>	Guadalupe River, followed by private residences
<b>Northwest</b>	Intersection of Almaden Expressway and Chynoweth Avenue, followed by AM PM Gas Station (4995 Almaden Expressway)
<b>South</b>	Highway 85
<b>East</b>	Lands of the Santa Clara Valley Water District, including groundwater recharge ponds
<b>West</b>	Almaden Expressway, followed by Classic Car Wash (5005 Almaden Expressway) and Robertsville Square Shopping Center, which includes Britannia Arms Pub & Restaurant, Dollar Tree, Bogey's Pizza, Cleaners 4 Less, The Futon Shop, Music Go Round, MMM Carpets, Classic Kitchens and Kalinka Russian and European Grocery (5021-5039 Almaden Expressway) and Scramblz Restaurant (5055 Almaden Expressway)

An adjacent property to the north (4962 Almaden Expressway) was identified in the regulatory database as an Underground Storage Tank (UST) and Leaking Underground Storage Tank (LUST) site. An adjacent property to the north (4950 Almaden Expressway) was identified as a Hazardous Waste Manifest site. An adjacent site to the northwest (4995 Almaden Expressway) was identified as a UST, LUST, Hazardous Waste Manifest and Emergency Response Notification Site (ERNS) site. An adjacent site to the west (5005 Almaden Expressway) was identified as a UST and LUST site. Please refer to Section 5.1.

### 2.3 PHYSICAL SETTING

<b>Geology:</b> According to information obtained from the United States Geological Survey (USGS), the area surrounding the subject property is underlain by alluvial deposits. Based on a review of the United States Department of Agriculture (USDA) Soil Survey for the area of the subject property, the soils in the vicinity of the subject property are classified as the Urban Land-Elpaloalto Complex. Soils from this series are characterized as a clay loam and silty clay loam.	
<b>USGS Topographic Map:</b>	San Jose East, California Quadrangle
<b>Nearest surface water to subject property:</b>	Guadalupe River located adjacent to the northeast of the subject property
<b>Gradient Direction/Source:</b>	General north based on groundwater monitoring data from an adjacent site (4995 Almaden Expressway)
<b>Estimated Depth to Groundwater/Source:</b>	21-28 feet bgs based on groundwater monitoring data from an adjacent site (5005 Almaden Expressway)

### 3.0 HISTORICAL REVIEW OF SITE AND VICINITY

#### 3.1 HISTORICAL SUMMARY

Reasonably ascertainable standard historical sources as outlined in ASTM Standard E1527-05 were used to determine previous uses and occupancies of the subject property that are likely to have led to RECs in connection with the subject property. A chronological summary of historical data found, including but not limited to aerial photographs, historic city directories, Sanborn fire insurance maps and agency records is as follows:

Date Range	Subject Property Description/Use	Source(s)
1939-1977	Agricultural/orchard land with residences/farm structures	Aerial Photographs, City Directories
1981	Mostly undeveloped land, limited agricultural production, residence and associated structures and storage	Aerial Photograph
1999-2008	Mostly undeveloped land with exception of residence and associated structures and storage	Aerial Photographs, Onsite Observations

According to historical sources dating back to 1939, the subject property was used primarily as agricultural land through circa 1981, and partially used as agricultural land since 1981. Permanent and mobile residences appear to have been located on the southwestern corner of the subject property since at least 1939; the permanent residence currently on the subject property is first visible in the 1956 aerial photograph. An additional residence appears to have been located on the northeastern portion of the subject property from circa 1939 to 1965. The subject property appears to have been primarily vacant land since at least 1999; however, building department records indicate that a portion of the property has been seasonally used as a Christmas tree lot and pumpkin patch since at least 1993.

Refer to Section 6.2.7 for further information regarding historical agricultural use of the subject property.

If available, copies of historical sources are provided in the report appendices.

#### 3.2 AERIAL PHOTOGRAPH REVIEW

AEI Consultants reviewed aerial photographs of the subject property and surrounding area. Aerial photographs were reviewed for the following years:

Date(s)	Scale	Subject Property Description	Surrounding Area Descriptions
1939	1" = 375'	The subject property appears utilized as orchard and agricultural land, with several small structures that appear residential in nature on the southwest corner and an additional residential structure in the northeast corner.	<b>North:</b> Agricultural land <b>Northeast:</b> Guadalupe River, followed by agricultural land <b>Northwest:</b> Agricultural land <b>South:</b> Agricultural land <b>East:</b> Agricultural land <b>West:</b> Agricultural land and residences

1956	1" = 375'	Additionally developed with a residence on the southwestern portion of the property.	<b>North:</b> No significant changes noted <b>Northeast:</b> No significant changes noted <b>Northwest:</b> No significant changes noted <b>South:</b> No significant changes noted <b>East:</b> No significant changes noted <b>West:</b> No significant changes noted
1965	1" = 375'	No significant changes noted	<b>North:</b> No significant changes noted <b>Northeast:</b> No significant changes noted <b>Northwest:</b> No significant changes noted <b>South:</b> No significant changes noted <b>East:</b> Current groundwater recharge ponds are under development <b>West:</b> No significant changes noted
1977	1" = 375'	The residence on the northeastern corner of the subject property appears to have been removed, and the southwestern corner of the subject property appears further occupied by assorted materials that may be related to the agricultural use of the property. In addition, the orchard trees onsite appear to have been removed, leaving cleared land. Only a small portion of the subject property appears to be used for agricultural production of row-type crops.	<b>North:</b> Developed with current supermarket and gas station structures <b>Northeast:</b> Current residential development <b>Northwest:</b> Current gas station structure <b>South:</b> No significant changes noted <b>East:</b> Groundwater recharge pond is complete <b>West:</b> Developed with several small commercial structures
1981	1" = 375'	No significant changes noted	<b>North:</b> No significant changes noted <b>Northeast:</b> No significant changes noted <b>Northwest:</b> No significant changes noted <b>South:</b> No significant changes noted <b>East:</b> Additional groundwater recharge pond is visible <b>West:</b> Developed with current shopping center
1999	1" = 375'	The subject property appears largely undeveloped	<b>North:</b> No significant changes noted <b>South:</b> Highway 85 is present in its current configuration <b>East:</b> No significant changes noted <b>West:</b> No significant changes noted
2002	1" = 375'	No significant changes noted	<b>North:</b> No significant changes noted <b>Northeast:</b> No significant changes noted <b>Northwest:</b> No significant changes noted <b>South:</b> No significant changes noted <b>East:</b> No significant changes noted <b>West:</b> No significant changes noted

2009	Unknown	No significant changes noted	<b>North:</b> No significant changes noted <b>Northeast:</b> No significant changes noted <b>Northwest:</b> No significant changes noted <b>South:</b> No significant changes noted <b>East:</b> Current groundwater recharge ponds are under development <b>West:</b> No significant changes noted
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### 3.3 SANBORN FIRE INSURANCE MAPS

Sanborn Fire Insurance maps were developed in the late 1800s and early 1900s for use as an assessment tool for fire insurance rates in urbanized areas. A search was made of the Seattle Public Library online collection of Sanborn Fire Insurance maps.

Sanborn map coverage was not available for the subject property.

### 3.4 CITY DIRECTORIES

A search of historic city directories was conducted for the subject property at the San Jose Public Library and utilizing AEI's private collection of Haines & Company criss-cross directories. Directories were available and reviewed for the years 1940, 1942, 1947, 1952, 1957, 1963, 1968, 1970, 1975, 1980, 1985, 1991, 1996, 2001, 2006 and 2009. The following table summarizes the results of the city directory search.

#### *City Directory Search Results*

<b>Year(s)</b>	<b>Address - Occupant Listed</b>
1940, 1942, 1947, 1953, 1958, 1963 and 1968	No listings
1970	14418 Almaden Road – Nicholas Donald 14520 Almaden Road – Cassiba Ralph J 14540 Almaden Road – Jio Earl
1975	14418 Almaden Road – XXXX* 14520 Almaden Road – XXXX 14540 Almaden Road – Jio Earl
1980	14520 Almaden Expressway – Torres Juan 14540 Almaden Expressway – Jio Earl
1985	No listings
1991	14540 Almaden Expressway – Jio Earl
1996	14540 Almaden Expressway – Jio Earl Fernandez, Rafael
2001	14540 Almaden Expressway – Jio Earl
2006	No listings

\*Indicates valid address with no occupant listed

The city directory review indicated that the subject property has been occupied residentially since at least 1970. Residences appear to have formerly existed at 14418 and 14520 Almaden Road/Expressway through the mid 1970s/early 1980s.

No environmental concerns were noted during the city directory review.

### **3.5 HISTORICAL TOPOGRAPHIC MAPS**

In accordance with our approved scope of services, historical topographic maps were not reviewed as a part of this assessment.

### **3.6 CHAIN OF TITLE**

In accordance with our approved scope of services, a Chain of Title search was not performed as part of this assessment.

## 4.0 REGULATORY AGENCY RECORDS REVIEW

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### 4.1 REGULATORY AGENCIES

Local and state agencies, such as environmental health departments, fire prevention bureaus, and building and planning departments are contacted to identify any current or previous reports of hazardous materials use, storage, and/or unauthorized releases that may have impacted the subject property. In addition, information pertaining to Activity and Use Limitations (AULs), defined as legal or physical restrictions, or limitations on the use of, or access to, a site or facility, is requested.

#### 4.1.1 HEALTH DEPARTMENT

On May 3, 2011, AEI contacted the Santa Clara County Environmental Health Department for information on the subject property and nearby sites of concern. Files at this agency may contain information regarding hazardous materials storage, as well as information regarding unauthorized releases of petroleum hydrocarbons or other contaminants that may affect the soil or groundwater in the area.

No information indicating current or prior use or storage of hazardous materials, or the existence of AULs was on file for the subject property with the SCCEHD.

#### 4.1.2 FIRE DEPARTMENT

On May 3, 2011, AEI reviewed the San Jose Fire Department (SJFD) database for information on the subject property to identify any evidence of previous or current hazardous material usage.

One inspection document dated March 5, 1993, was on file for Earl Jio Farm. The inspector indicated that the tenant must submit plans to provide secondary containment, proper venting for three aboveground fuel tanks, consisting of two gasoline and one diesel, stored on dirt. The tanks were reported to be about 1,000-gallons in capacity. It was noted that secondary containment must also be provided for 1,000 pounds of fertilizer stored on dirt and that a Hazardous Material Management Plan (HMMP) be submitted for all fertilizers. A follow up inspection in June 1993 reported only about 100 gallons total in the three ASTs and no observance of fertilizers. All noted deficiencies achieved compliance by July 30, 1993. As such, this information is not expected to represent a significant environmental concern.

#### 4.1.3 BUILDING DEPARTMENT

On May 3, 2011, AEI visited the San Jose Building Department (SJBD) for information on the subject property in order to identify historical tenants and property use. Please refer to the following table for a listing of permits reviewed:

*Building Permits Reviewed for 14540 Almaden Road/Expressway*

Year(s)	Owner/Applicant	Description of Permit / Building Use
1990	Jio Farms	Plumbing and/or gas piping permit (mobile home)
1993	Unknown	Christmas tree lot – temporary power
1994-1999	Brian McKinney	Temporary power pole for Christmas tree lot
2000	Michael McKinney	Temporary power pole for pumpkin patch

The building department review indicated that the subject property has been occupied by at least one mobile home, and has been used as a Christmas tree lot and a pumpkin patch.

#### **4.1.4 PLANNING DEPARTMENT**

On May 3, 2011, AEI reviewed the San Jose Planning Department (SJPD) document database for information on the subject property in order to identify AULs associated with the subject property.

No information indicating the existence of AULs was on file for the subject property with the SJPD.

A document entitled 'Addendum to the Almaden/Chynoweth Project Final EIR for Grading Plan Approval and Tree Replacement' and dated August 17, 2004 was on file with the SJPD. This document reported that fill material had been placed on approximately 14 acres of the subject property in the fall of 2001 and summer of 2002. To assess the quality of the fill, a Fill Quality and Environmental Quality Testing Report was completed by Earth Systems Consultants of Northern California (ESCNC). During this assessment, the 14 acres was divided using a grid layout into 24 approximately evenly spaced areas. Two soil samples were collected per pit and analyzed for total petroleum hydrocarbons as gasoline, diesel and motor oil (TPHg, TPHd and TPHmo), benzene, toluene, ethylbenzene and xylenes (BTEX), pesticides, arsenic and lead. The two samples from each pit were composited and then composited with the samples from an adjacent grid for a total of twelve composite samples.

Results of the sampling reported TPHd in all 12 samples at concentrations ranging from 1.0 to 4.1 milligrams per kilogram (mg/kg). TPHmo was detected in six of the sample at concentrations ranging from 15 to 35 mg/kg. TPHg and BTEX were non-detect in all samples. Pesticide concentrations were reported in seven of the 12 samples. The pesticide DDE was reported at concentrations from 0.051 to 0.15 mg/kg. The pesticide DDT was reported in two samples at 0.058 and 0.1 mg/kg. The pesticide dieldrin was reported in one sample at a concentration of 0.061 mg/kg. Lead was detected in all samples at concentrations ranging from 7.3 to 18 mg/kg, and arsenic was detected in two samples at 2.5 and 2.8 mg/kg. ESCNC concluded that no further work related to TPHd, TPHmo, pesticide, arsenic or lead was necessary at that time. However, ESCNC stated that dieldrin levels should be assessed at the location of the elevated detection upon further work or development.

#### **4.1.5 COUNTY ASSESSOR OFFICE**

On May 3, 2011, AEI reviewed the Santa Clara County assessor's office for information on the subject property.

According to the Santa Clara County assessor's office, the subject property APNS are 458-16-032, 458-17-006, 458-17-017 and 458-16-018, and the parcels total 43.57 acres.

#### **4.1.6 DEPARTMENT OF OIL AND GAS**

Department of Oil and Gas (DOG) maps concerning the subject property and nearby properties were reviewed. DOG maps contain information regarding oil and gas development.

According to the DOG map, there are no oil or gas wells within 500 feet of the subject property. No environmental concerns were noted during the DOG map review.

## 5.0 REGULATORY DATABASE RECORDS REVIEW

AEI contracted Track Info-First Search to conduct a search of federal, state, tribal, and local databases containing known and suspected sites of environmental contamination. The number of listed sites identified within the approximate minimum search distance (AMSD) from the Federal and State environmental records database listings specified in ASTM Standard E 1527-05 are summarized in the following table. A copy of the regulatory database report is included in Appendix B of this report.

The subject property was not identified in the databases reviewed.

In determining if a site is a potential environmental concern to the subject property in the records summary table below, AEI has applied the following criteria to classify the site(s) as low concern: 1) the site(s) only hold an operating permit (which does not imply a release), 2) the site(s) have been granted "No Further Action" by the appropriate regulatory agency, and/or 3) based upon AEI's review, the distance and/or topographic position relative to the subject property reduce the level of risk associated with the site(s).

### 5.1 RECORDS SUMMARY

Database	Search Distance (Miles)	Subject Property Listed	Total Number of Listings	Potential Environmental Concern to the Subject Property (Yes/No)
NPL	1	No	0	
DELISTED NPL	0.5	No	0	
CERCLIS	0.5	No	0	
CERCLIS NFRAP	0.5	No	1	No
RCRA CORRACTS	1	No	0	
RCRA-TSD	0.5	No	0	
RCRA LG-GEN, SM-GEN, CESQGs, VGN, NLR	TP/ADJ	No	0	
US ENG CONTROLS	TP	No	0	
US INST CONTROLS	TP	No	0	
ERNS	TP	No	0	
STATE/TRIBAL HWS *	1	No	1	No
STATE/TRIBAL SWLF*	0.5	No	1	No
STATE/TRIBAL REGISTERED STORAGE TANKS	TP/ADJ	No	3	No – further discussed below
STATE/TRIBAL LUST*	0.5	No	24	No – further discussed below

Database	Search Distance (Miles)	Subject Property Listed	Total Number of Listings	Potential Environmental Concern to the Subject Property (Yes/No)
STATE/TRIBAL ENG-INST CONTROLS	TP	No	0	
STATE/TRIBAL VCP	0.5	No	0	
STATE/TRIBAL BROWNFIELD	0.5	No	0	
ORPHAN	N/A	No	1	None of the identified orphan sites are located in the immediate vicinity (500-feet) of the subject property, and therefore, these sites are not expected to represent a significant environmental concern.
NON-ASTM DATABASES	TP/ADJ	No	0	

\*Databases included in the 'Cortese' List

<p>Site Name: Rotten Robbie #38  Database(s): UST, LUST  Address: 4962 Almaden Expressway  Distance: Adjacent  Direction: North (hydrologically downgradient)</p> <p>Comments: This site was listed twice as a LUST site; however, a review of the database indicated that both listings referenced the same incident, which achieved closure on October 29, 1998. According to closure documentation on file with the Regional Water Quality Control Board (RWQCB), three USTs were replaced in 1997. One soil sample collected beneath a dispenser island reported concentrations of total petroleum hydrocarbons as gasoline (TPHg) at 320 parts per million (ppm), ethylbenzene concentration of 1.5 ppm and xylenes at 12 ppm. The remaining soil samples were non-detect for TPHg and benzene, toluene, ethylbenzene and xylenes (BTEX). One groundwater boring was advanced to a depth of 25 feet, and groundwater sample was non-detect for TPHg and BTEX. Closure was issued on October 29, 1998. Based on the regulatory status, lack of documented impacts to groundwater and the direction of groundwater flow, this site is not expected to represent a significant environmental concern.</p>
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<p>Site Name: Arco #2114  Database(s): UST, LUST, ERNS  Address: 4995 Almaden Expressway  Distance: Adjacent  Direction: West (hydrologically cross-gradient)</p>
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Comments: This site was listed three times as a LUST site; however, a review of the database indicated that the three listings referred to two separate LUST incidents, both of which have achieved closure. According to information reviewed through the RWQCB, two 6,000-gallon gasoline USTs, two 4,000-gallon gasoline USTs and associated piping were removed from the site in 1988. Gasoline, diesel and BTEX contamination was identified in soil and groundwater. Impacted soils were overexcavated and five groundwater monitoring wells (MW-1 through MW-5) were installed. Groundwater sampling for the last seven quarters of monitoring indicated the presence of up to 85 parts per billion (ppb) total petroleum hydrocarbons as gasoline (TPHg) and 6.8 ppb benzene. This case was granted closure in 1996.

In 2000, the RWQB requested that the site be analyzed for the presence of methyl-tert butyl ether (MTBE) and other fuel oxygenates, and three continuous core borings (B-1 through B-3) were advanced. MTBE was detected in groundwater at levels up to 493 ppb, and the LUST case was reopened. Four monitoring wells (MW-6 through MW-9) were installed, and monitored through 2003. As of the last sampling event, a maximum of 11 ppb MTBE were detected in MW-9. This case was granted closure in 2004. Based on the regulatory status, this site is not expected to represent a significant environmental concern.

Site Name: Classic Car Wash, Robertsville Corners  
Database(s): UST, LUST  
Address: 5005 Almaden Expressway  
Distance: Adjacent  
Direction: West (hydrologically cross-gradient)

Comments: This site was listed twice as a LUST site: one of which was opened in 1998 and is currently listed with a status of "pollution characterization", and the other of which was closed in 2003 (no open date provided). Documentation reviewed through the RWQCB indicated that these two listings refer to the same case. According to the records, two 10,000-gallon and one 5,000-gallon gasoline USTs were removed in 1998, and soil sampling performed in the tank pits revealed the presence of low levels of TPHg, xylenes and MTBE. Two groundwater monitoring wells (GW-10X and -10XA) were installed in 2000, and were sampled through 2002. Up to 1,400 ppb MTBE were detected in the first sampling event in one of the wells; by 2002, levels had attenuated to a maximum of 6.4 ppb. TPHg and benzene were detected during the last sampling event at levels of 91 and 3.5 ppb, respectively. This case was granted closure in 2004. Based on the regulatory status, this site is not expected to represent a significant environmental concern.

Site Name: Safeway Store  
Database(s): Hazardous Waste Manifest  
Address: 4950 Almaden Expressway  
Distance: Adjacent  
Direction: North (hydrologically down-gradient)

Comments: No details were provided with respect to this listing; however, based on the nature of development and the lack of a documented release, this listing is not expected to represent a significant environmental concern.

## 6.0 INTERVIEWS AND USER PROVIDED INFORMATION

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### 6.1 INTERVIEWS

Pursuant to ASTM E1527-05, the following interviews were performed during this investigation in order to obtain information indicating RECs in connection with the subject property.

#### 6.1.1 INTERVIEW WITH OWNER

The subject property owner representative, Mr. Brad Durga, was contacted by telephone on May 3, 2011. Mr. Durga was asked if he was aware of any of the following:

Any pending, threatened, or past litigation relevant to hazardous substances or petroleum products in, on, or from the property.	Yes	<input checked="" type="checkbox"/>	No
Any pending, threatened or past administrative proceedings relevant to hazardous substances or petroleum products in, on, or from the property.	Yes	<input checked="" type="checkbox"/>	No
Any notices from any governmental entity regarding any possible violation of environmental laws or possible liability relating to hazardous substances or petroleum products.	Yes	<input checked="" type="checkbox"/>	No
Any incidents of flooding, leaks, or other water intrusion, and/or complaints related to indoor air quality.	Yes	<input checked="" type="checkbox"/>	No

#### 6.1.2 INTERVIEW WITH KEY SITE MANAGER

AEI was unescorted during the site inspection. However, an onsite resident, Mr. Joe Territo, was present on the property at the time of the site inspection. Mr. Territo indicated that the structures on the southwest portion of the property were on septic systems.

#### 6.1.3 PAST OWNERS, OPERATORS AND OCCUPANTS

Interviews with past owners and occupants regarding historical onsite operations were not reasonably ascertainable. However, based on information obtained from other sources including aerial photographs, agency records and previous reports, it is likely that the information provided by past owners and operators would have been duplicative.

#### 6.1.4 INTERVIEW WITH OTHERS

Information obtained during interviews with local government officials is incorporated into the appropriate segments of this section.

### 6.2 USER PROVIDED INFORMATION

User provided information is intended to help identify the possibility of RECs in connection with the subject property. According to ASTM E1527-05 and EPA's AAI Rule, certain items should be researched by the prospective landowner or grantee, and the results of such inquiries may be provided to the environmental professional. The responsibility for qualifying for Landowner Liability Protections (LLPs) by conducting the inquiries ultimately rests with the User, and providing the information to the environmental professional would be prudent if such information is available.

#### 6.2.1 ENVIRONMENTAL LIENS

AEI was not informed by the User, Arcadia Homes, Inc., of any environmental cleanup liens encumbering the subject property that are filed or recorded under federal, tribal, state or local law.

### **6.2.2 ACTIVITY AND LAND USE LIMITATIONS**

AEI was not informed by the User of any AULs, such as engineering controls, land use restrictions or institutional controls that are in place at the subject property and/or have been filed or recorded in a registry under federal, tribal, state or local law.

### **6.2.3 SPECIALIZED KNOWLEDGE**

AEI was not informed by the User of any specialized knowledge or experience related to the subject property or nearby properties.

### **6.2.4 VALUATION REDUCTION FOR ENVIRONMENTAL ISSUES**

The User did not indicate to AEI any information to suggest that the valuation of the subject property is significantly less than the valuation for comparable properties due to environmental factors.

### **6.2.5 COMMONLY KNOWN OR REASONABLY ASCERTAINABLE INFORMATION**

The User did not inform AEI of any commonly known or reasonably ascertainable information about the subject property which aided AEI in identifying conditions indicative of a release or threatened release.

### **6.2.6 KNOWLEDGE OF PRESENCE OR LIKELY PRESENCE OF CONTAMINATION**

The User did not inform AEI of any obvious indicators that pointed to the presence or likely presence of contamination at the subject property.

## **6.3 PREVIOUS REPORTS AND OTHER PROVIDED DOCUMENTATION**

Documentation was provided to AEI by Arcadia Homes, Inc. during this assessment. A summary of this information follows:

*Phase I Environmental Site Assessment, Northeast Corner of Highway 85 and Almaden Expressway, San Jose, California, prepared by Earth Systems Consultants Northern California (August 1996)*

At the time of this assessment, the subject property was utilized for the production of row crops. A vegetable stand and several permanent and mobile homes, as well as a large storage shed and tool shed were located on the southwestern portion of the property. Four ASTs were observed during the site inspection; three were located along the southern portion of the property, and one was located on the southwest portion of the property. Reportedly, one AST was used to store spray water for dust control purposes; one was used for the dilution and spraying of pesticides; one was connected to a drip system for the distribution of diluted fertilizer; and one was historically used for the storage of water, but was no longer in use. Several drums, including one marked as 'diesel' were also observed on the southwestern portion of the subject property. Two agricultural wells were observed, one located in the center of the property and one located near the structures on the southwestern portion of the property. The report identified the following three potential concerns and recommendations:

- The possible use of pesticides due to site history as an agricultural property. Testing of near-surface soils for the presence of pesticides should be conducted in areas that have been used for crop production.

- The presence of agricultural wells. If the wells are not to be used in the future, they should be destroyed under SCVWD guidelines.
- The presence of ASTs, drums and miscellaneous debris. Testing of the near surface soil for the presence of petroleum hydrocarbons should be conducted in the vicinity of the ASTs.

The report concluded that the potential for large-scale contamination on the site appeared to be low. Localized areas of hydrocarbon contamination may be present near the fuel storage areas, although significant surface staining was not observed around the tanks during the site reconnaissance.

*Phase II Environmental Site Assessment, Northeast Corner of Highway 85 and Almaden Expressway, San Jose, California, prepared by Earth Systems Consultants Northern California (January 1997)*

A subsurface investigation was conducted in 1997 to address the potential for contamination based on the historical use of the subject property for agricultural purposes as identified in a previous Phase I Environmental Site Assessment (discussed above). During this investigation, the subject property was partitioned into 15 sub-plots, and one near surface soil sample was collected from the approximate center of most of the areas and analyzed for organochlorine pesticides, arsenic, lead and mercury. One of the sub-plots turned out to be outside the property boundary; as such, only 14 samples were analyzed. One of the samples was additionally analyzed for total petroleum hydrocarbons and gasoline and diesel (TPHg and TPHd), benzene, toluene, ethylbenzene and xylenes (BTEX) and methyl tertiary butyl ether (MTBE) due to its location near the observed diesel 55-gallon drum. The pesticide dichlorodiphenyltrichloroethane (DDT) was detected in 5 samples, with the highest concentration reported at 0.1 parts per million (ppm). The pesticide dichlorodiphenyldichlorotethene (DDE) was detected in 12 samples, with the highest concentration reported at 0.76 ppm. The pesticide dichlorodiphenyldichloroethane (DDD) was detected in 5 samples, with the highest concentration reported at 0.045 ppm. The only other pesticide detected was dieldrin, which was reported in one boring at a concentration of 0.008 ppm.

Lead was detected in all samples, with concentrations ranging from 14 to 32 ppm. Mercury was detected in all samples, with the concentrations ranging from 0.11 to 3.8 ppm. Arsenic was not detected in any samples above the set detection limit of 10 ppm. Petroleum hydrocarbons, BTEX and MTBE were non-detect.

The laboratory reporting limit during the prior arsenic analyses was high (10 ppm), thus these results indicate that arsenic concentrations are below 10 ppm, but may be as high as 10 ppm. It is AEI's experience that naturally occurring soils in San Jose range in concentrations of less than 5 ppm to upwards of 12 to 15 ppm. Therefore, although the reporting limit is unexplainably higher than normal, the results indicate that the concentrations of arsenic at the site are below 10 ppm and as such are representative of naturally occurring conditions.

*Response to SCVWD Comments, Northeast Corner of Highway 85 and Almaden Expressway San Jose, California, prepared by Earth Systems Consultants Northern California (May 11, 1998)*

This letter stated that one soil sample collected from the north central portion of the property was reported to contain a concentration of mercury greater than 10 times the Soluble Threshold Limit Concentration (STLC). According to this letter, one sample was collected from the vicinity of the initial soil sample and analyzed for soluble mercury. Analysis reported a concentration of 0.0065 milligrams per liter (mg/l) and the letter concluded that disposal and/or reuse of the soil from the site with respect to mercury should not be an issue.

*Phase I Environmental Site Assessment, 14418-14540 Almaden Road, San Jose, California prepared by AEI Consultants (November 14, 2008)*

Subject property conditions during the time of AEI's previous assessment report did not differ significantly from the current conditions. No RECs were identified during this assessment; however, several environmental issues were noted due to historical agricultural use, proximity of the site to the Guadalupe River, observance of storm and sanitary sewer caps near the eastern boundary of the property and potential for ACM/LBP associated with onsite buildings.

## 7.0 SITE INSPECTION AND RECONNAISSANCE

On May 3, 2011, a site reconnaissance of the subject property and adjacent properties was conducted by Ms. Laura Walls of AEI in order to obtain information indicating the likelihood of RECs at the subject property and adjacent properties as specified in ASTM Standard Practice E1527-05 §8.4.2, 8.4.3 and 8.4.4. During the onsite reconnaissance, AEI was not accompanied.

### 7.1 SUBJECT PROPERTY RECONNAISSANCE FINDINGS

Yes	No	Observation
X		Hazardous Substances and/or Petroleum Products in Connection with Property Use
X		Aboveground & Underground Hazardous Substance or Petroleum Product Storage Tanks (ASTs / USTs)
	X	Hazardous Substance and Petroleum Product Containers and Unidentified Containers not in Connection with Property Use
X		Unidentified Substance Containers
	X	Electrical or Mechanical Equipment Likely to Contain Fluids
	X	Interior Stains or Corrosion
	X	Strong, Pungent or Noxious Odors
	X	Pools of Liquid
	X	Drains, Sumps and Clarifiers
	X	Pits, Ponds and Lagoons
	X	Stained Soil or Pavement
	X	Stressed Vegetation
	X	Solid Waste Disposal or Evidence of Fill Materials
	X	Waste Water Discharges
X		Wells
X		Septic Systems
X		Other

The subject property is currently largely undeveloped. The western portion of the subject property is utilized for agricultural purposes, and is further improved with several permanent and mobile residences, miscellaneous storage sheds, and assorted materials and farming equipment. On-site operations consist of residential and agricultural activities. The above identified observed items are further discussed below.

#### HAZARDOUS SUBSTANCES AND/OR PETROLEUM PRODUCTS IN CONNECTION WITH PROPERTY USE

Two 55-gallon drums and two 25-gallon drums of grease were observed in buildings on the southwest side of the property. No evidence of a release was observed. One 55-gallon drum labeled as hydraulic oil was also observed, but was empty. Based on the relatively small quantities present and lack of evidence of a release, the presence of these materials is not expected to represent a significant environmental concern.

## **ABOVEGROUND & UNDERGROUND HAZARDOUS SUBSTANCE OR PETROLEUM PRODUCT STORAGE TANKS (ASTs / USTs)**

A large, plastic AST was observed on the southern portion of the property. According to Mr. Territo, this AST is used to hold water for watering of the crops. Based on the nature of use, this AST is not expected to represent a significant environmental concern.

An unlabeled, approximately 100-gallon metal AST was observed on the southern portion of the subject property. The AST was elevated off the ground, and no evidence of a release was observed. Based on this information, the presence of the AST is not expected to represent a significant environmental concern.

## **UNIDENTIFIED SUBSTANCE CONTAINERS**

Five unlabeled, empty 55-gallon drums were observed on the southwestern and along the southern portion of the subject property. Additionally, two 55-gallon drums and an approximately 25-gallon drum were observed in a storage shed on the southwestern portion of the property. The drums observed in the shed were not observed to be labeled although were presumed to have contained oil, but appeared to be empty. No stressed vegetation or evidence of any releases was observed in the vicinity of any of the drums. Based on this information, the presence of the drums is not expected to represent a significant environmental concern.

## **WELLS**

According to the owner of the property and a review of a previous report, the subject property is equipped with two agricultural wells. Based on the nature of use, the presence of the wells is not expected to represent a significant environmental concern. However, AEI recommends these wells be property destroyed under local regulatory guidelines prior to development of the property.

## **SEPTIC SYSTEMS**

An onsite resident, Mr. Joe Territo, indicated that the southwestern portion of the subject property was equipped with septic systems; however, the owner of the subject property knew of no septic systems present on the subject property. Based on the nature of occupancy, any on-site septic systems are not expected to represent a significant environmental concern. However, if septic systems are encountered upon future redevelopment, they should be should be addressed under local regulatory guidelines.

## **OTHER**

During the site inspection, it was difficult to determine the exact eastern boundaries of the subject property. Two sanitary sewer caps and one storm sewer cap located within concrete cylinders were observed near the eastern and southeastern portion of the subject property and adjacent groundwater recharge ponds. Two additional concrete cylinders were observed, and are presumed to have been the locations of former sanitary sewer and/or storm sewer caps. A Santa Clara Valley Water District (SCVWD) sign on the fencing at the adjacent property issued a warning regarding approaching outlet pipes. The caps observed appear to be features related to storm water and/or treated sewage water discharge to the adjacent groundwater recharge ponds or Guadalupe River. No stressed vegetation or evidence of a release was noted in the vicinity of the caps. Based on the presumed nature of use, these features are not expected to represent a significant environmental concern. However, AEI recommends that the

southeastern boundary of the subject property and the exact nature/use of the features observed be determined prior to any site redevelopment activities.

## **7.2 NON-ASTM SERVICES**

### **7.2.1 ASBESTOS-CONTAINING BUILDING MATERIALS**

#### OSHA

For buildings constructed prior to 1981, the Code of Federal Regulations (29 CFR 1926.1101 and 29 CFR 1910.1001) define presumed asbestos-containing material (PACM) as 1. Thermal System Insulation (TSI), e.g., boiler insulation, pipe lagging, fireproofing; and 2. Surfacing Materials, e.g., acoustical ceilings. Building owners/employers are responsible for locating the presence and quantity of PACM. Building Owners/employers can rebut installed material as PACM by either having an inspection in accordance with Asbestos Hazard Emergency Response Act (AHERA) (40 CFR Part 763, Subpart E) or hiring an accredited inspector to take bulk samples of the suspect material.

Typical materials not covered by the presumptive rule include but are not limited to: floor tiles and adhesives, wallboard systems, siding and roofing. Building materials such as wallboard systems may contain asbestos but unless a building owner/employer has specific knowledge or should have known through the exercise of due diligence that these other materials contain asbestos, the standard does not compel the building owner to sample these materials.

#### NESHAP

The applicability of the EPA's National Emission Standards for Hazardous Air Pollutants (NESHAP, 40 CFR Chapter 61, Subpart M) apply to the owner or operator of a facility where an inspection for the presence of asbestos-containing materials (ACM), including Category I (asbestos containing packings, gaskets, resilient floor coverings and asphalt roofing products), and Category II (all remaining types of non-friable asbestos containing material not included in Category I that when dry, cannot be crumbled, pulverized or reduced to powder by hand pressure), non-friable ACM must occur prior to the commencement of demolition or renovation activities. NESHAP defines ACM as any material or product that contains *greater than 1%* asbestos. It should be noted that the NESHAP regulation applies to all facilities regardless of construction date, including: 1. Any institutional, commercial, public, industrial, or residential structure, installation, or building; 2. Any ship; and 3. Any active or inactive waste disposal site. This requirement is typically enforced by the EPA or by local air pollution control/air quality management districts.

The information below is for general informational purposes only and does not constitute an asbestos survey. In addition, the information is not intended to comply with federal, state or local regulations in regards to ACM.

Based on the age of the residence on the subject property, there is a potential that ACMs are present. Regardless of building construction date, the EPA's National Emission Standards for Hazardous Air Pollutants (NESHAP) requires that an asbestos survey adhering to AHERA sampling protocol be performed prior to demolition or renovation activities that may disturb ACMs. This requirement may be enforced by the local air pollution control or air quality

management district, and specifies that all suspect asbestos-containing materials (ACMs) be sampled to determine the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential exposure to workers and/or building occupants. Similarly, OSHA regulations require that specific work practices be implemented when handling construction materials and debris that contain lead-containing materials.

### **7.2.2 LEAD-BASED PAINT**

Lead-based paint (LBP) is defined as any paint, varnish, stain, or other applied coating that has  $\geq 1 \text{ mg/cm}^2$  (5,000  $\mu\text{g/g}$  or 5,000 ppm) or more of lead by federal guidelines; state and local definitions may differ from the federal definitions in amounts ranging from  $0.5 \text{ mg/cm}^2$  to  $2.0 \text{ mg/cm}^2$ . Section 1017 of the Housing and Urban Development (HUD) Guidelines, Residential Lead-Based Paint Hazard Reduction Act of 1992, otherwise known as "Title X", defines a LBP hazard is "any condition that causes exposure to lead that would result in adverse human health effects" resulting from lead-contaminated dust, bare, lead-contaminated soil, and/or lead-contaminated paint that is deteriorated or present on accessible, friction, or impact surfaces. Therefore, under Title X, intact lead-based paint on most walls and ceilings would not be considered a "hazard", although the paint should be maintained and its condition and monitored to ensure that it does not deteriorate and become a hazard. Additionally, Section 1018 of this law directed HUD and EPA to require the disclosure of known information on lead-based paint and lead-based paint hazards before the sale or lease of most housing built before 1978. Most private housing, public housing, federally owned or subsidized housing are affected by this rule.

Lead-containing paint (LCP) is defined as any paint with any detectable amount of lead present in it. It is important to note that LCP may create a lead hazard when being removed. The condition of these materials must be monitored when they are being disturbed. In the event LCP is subject to abrading, sanding, torching and/or cutting during demolition or renovation activities, there may be regulatory issues that must be addressed.

The information below is for general informational purposes only and does not constitute a lead hazard evaluation. In addition, the information is not intended to comply with federal, state or local regulations in regards to lead-containing paints.

In buildings constructed after 1978, it is unlikely that LBP is present. Structures built prior to 1978 and especially prior to the 1960s should be expected to contain LBP.

Due to the age of several of the the subject property buildings, there is a potential that LBP is present. AEI understands that demolition activities of the subject property buildings may be planned. AEI recommends that the property owner consult with a certified Lead Risk Assessor to determine options for control of possible lead-based paint hazards. Stringent local and State regulations may apply to lead-based paint in association with building demolition/renovations and worker/occupant protection. It should be noted that construction activities that disturb materials or paints containing *any amount* of lead may be subject to certain requirements of the OSHA lead standard contained in 29 CFR 1910.1025 and 1926.62.

### **7.2.3 RADON**

Radon is a naturally-occurring, odorless, invisible gas. Natural radon levels vary and are closely related to geologic formations. Radon may enter buildings through basement sumps or other openings.

The US EPA has prepared a map to assist National, State, and local organizations to target their resources and to implement radon-resistant building codes. The map divides the country into three Radon Zones, Zone 1 being those areas with the average predicted indoor radon concentration in residential dwellings exceeding the EPA Action limit of 4.0 picoCuries per Liter (pCi/L). It is important to note that the EPA has found homes with elevated levels of radon in all three zones, and the EPA recommends site specific testing in order to determine radon levels at a specific location. However, the map does give a valuable indication of the propensity of radon gas accumulation in structures.

Radon sampling was not requested as part of this assessment. According to the US EPA, the radon zone level for the area is Zone 2, which has a predicted average indoor screening level between 2 pCi/L and 4 pCi/L, equal to or below the action level of 4.0 pCi/L set forth by the EPA.

### **7.2.4 DRINKING WATER SOURCES AND LEAD IN DRINKING WATER**

The San Jose Water Company supplies potable water to the subject property. The most recent water quality report states that lead levels in the areas water supply were non-detect and therefore are well within standards established by the US EPA.

### **7.2.5 MOLD/INDOOR AIR QUALITY ISSUES**

Molds are simple, microscopic organisms, which can often be seen in the form of discoloration, frequently green, gray, white, brown or black. When excessive moisture or water accumulates indoors, mold growth will often occur, particularly if the moisture problem remains undiscovered or is not addressed. As such, interior areas of buildings characterized by poor ventilation and high humidity are the most common locations of mold growth. Building materials including drywall, wallpaper, baseboards, wood framing, insulation, and carpeting often play host to such growth. Mold spores primarily cause health problems through the inhalation of mold spores or the toxins they emit when they are present in large numbers. This can occur primarily when there is active mold growth within places where people live or work.

Mold, if present, may or may not visually manifest itself. Neither the individual completing this inspection, nor AEI has any liability for the identification of mold-related concerns except as defined in applicable industry standards. In short, this Phase I ESA should not be construed as a mold survey or inspection.

No access was provided to the permanent or mobile residences during this investigation; as such, a visual inspection for the presence of mold/evaluation of indoor air quality was not performed.

### 7.3 ADJACENT PROPERTY RECONNAISSANCE FINDINGS

Yes	No	Observation
X		Hazardous Substances and/or Petroleum Products in Connection with Property Use
	X	Aboveground & Underground Hazardous Substance or Petroleum Product Storage Tanks (ASTs / USTs)
	X	Hazardous Substance and Petroleum Product Containers and Unidentified Containers not in Connection with Property Use
	X	Unidentified Substance Containers
X		Electrical or Mechanical Equipment Likely to Contain Fluids
	X	Strong, Pungent or Noxious Odors
	X	Pools of Liquid
	X	Drains, Sumps and Clarifiers
X		Pits, Ponds and Lagoons
	X	Stained Soil or Pavement
	X	Stressed Vegetation
	X	Solid Waste Disposal or Evidence of Fill Materials
	X	Waste Water Discharges
	X	Wells
	X	Septic Systems
X		Other

The above identified observed items are further discussed below.

#### **HAZARDOUS SUBSTANCES AND/OR PETROLEUM PRODUCTS IN CONNECTION WITH PROPERTY USE**

Two gasoline stations are located adjacent to the subject property and are equipped with USTs. Refer to Section 5.1 for further information on these sites.

#### **ELECTRICAL OR MECHANICAL EQUIPMENT LIKELY TO CONTAIN FLUIDS**

Toxic polychlorinated biphenyls (PCBs) were commonly used historically in electrical equipment such as transformers, fluorescent lamp ballasts, and capacitors. According to United States EPA regulation 40 CFR, Part 761, there are three categories for classifying such equipment: <50 ppm of PCBs is considered "Non-PCB"; between 50 and 500 ppm is considered "PCB-Contaminated"; and >500 ppm is considered "PCB-Containing". Pursuant to 15 U.S.C. 2605(e)(2)(A), the manufacture, process, or distribution in commerce or use of any polychlorinated biphenyl in any manner other than in a totally enclosed manner was prohibited after January 1, 1977.

##### *Transformers*

The management of potential PCB-containing transformers is the responsibility of the local utility or the transformer owner. Actual material samples need to be collected to determine if transformers are PCB-containing.

Two pole-mounted transformers were observed on the adjacent sites during the site inspection. No spills, staining or leaks were observed on or around the transformers. Based on the good

condition of the equipment, the transformers are not expected to represent a significant environmental concern.

### **PITS, PONDS AND LAGOONS**

A pond was observed on the adjacent site to the southeast. Information obtained from a previous report conducted by AEI Consultants reported that this pond is used as a percolation pond for groundwater recharge, and is not hazardous. Based on this information, the presence of this pond is not expected to represent a significant environmental concern.

### **OTHER**

The subject property is situated adjacent to the Guadalupe River. According to the Regional Water Quality Control Board (RWQCB), the New Almaden Quicksilver Mine located in the foothills south of San Jose released waste mercury into the Guadalupe River, resulting in elevated concentrations of mercury throughout the watershed. In general, the mercury is trapped in the riverbed sediments, but is released downstream during precipitation events. Although elevated concentrations of mercury may be present within the riverbed sediments, the source of the mercury has been identified, and the subject property owner is not expected to be held responsible for the potential contamination on this adjacent site. However, if redevelopment of the portion of the subject property immediately adjacent/along the Guadalupe River is planned for residential use, the owner/user of the report should contact the local planning department to determine whether sampling is required relating to potential elevated concentrations of mercury.

## 8.0 SIGNATURE OF ENVIRONMENTAL PROFESSIONALS

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By signing this report, the senior author declares that, to the best of his or her professional knowledge and belief, he or she meets the definition of *Environmental Professional* as defined in §312.10 of 40 CFR Part 312.

The senior author has the specific qualifications based on education, training, and experience to assess a property of the nature, history and setting of the subject property. The senior author has developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Prepared By:



Laura Walls  
Project Manager

Reviewed By:



Steve Kovach, REA  
Senior Author

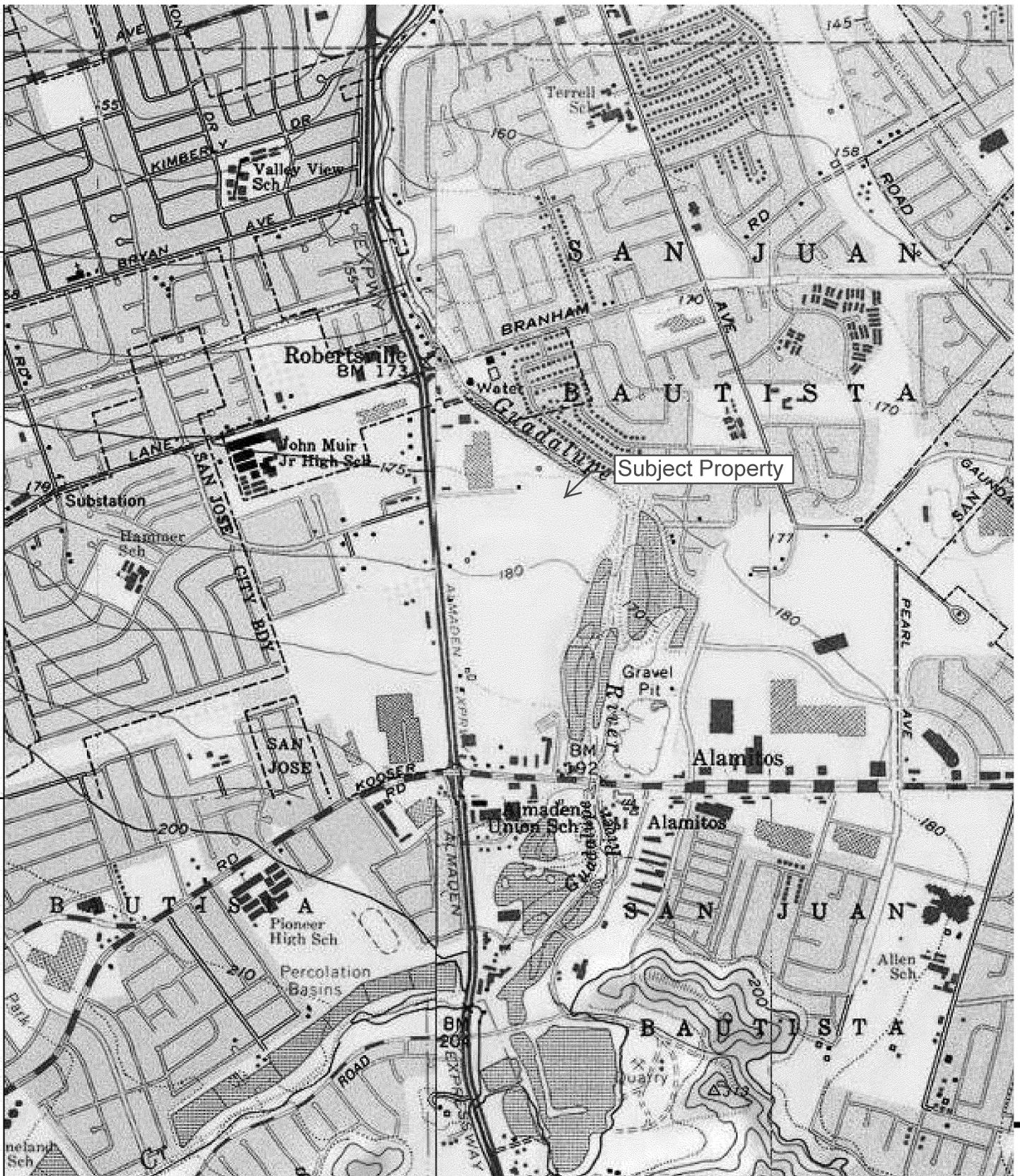
## 9.0 REFERENCES

Item	Date(s)	Source
Topographic Map	1978	United States Geological Survey
Regulatory Database	May 3, 2011	Environmental FirstSearch
Aerial Photographs	1939, 1956, 1965, 1977, 1981, 1999, 2002 and 2009	Environmental FirstSearch Google Earth
Sanborn Maps	May 4, 2011	Seattle Public Library
City Directories	1940, 1942, 1947, 1953, 1958, 1963, 1968, 1970, 1975, 1980, 1985, 1991, 1996, 2001, 2006 and 2009	San Jose Public Library AEI Consultants Private Collection of Haines & Company Criss- Cross Directories
Health Department	May 3, 2011	Santa Clara County Environmental Health Department
Fire Department	May 3, 2011	San Jose Fire Department
Building Department	May 3, 2011	San Jose Building Department
Planning Department	May 3, 2011	San Jose Planning Department
Assessor's Office	May 3, 2011	Santa Clara County Assessor's Office
Water Quality	May 4, 2011	<a href="http://www.sjwater.com/quality/wq09.pdf">http://www.sjwater.com/quality/wq09.pdf</a>
Radon Map	May 4, 2011	<a href="http://www.epa.gov/radon/zonemap.html">http://www.epa.gov/radon/zonemap.html</a>
Interviews	May 3, 2011 May 4, 2011	Mr. Joe Territo, Property Resident Mr. Brad Durga, Property Owner



## FIGURES





14418-14540 Almaden Expressway, San Jose, California 95118



**FIGURE 1**

Project Number: 296578

Source: USGS San Jose East, California Quadrangle

**AEI**  
Consultants



# SITE MAP

14418-14540 Almaden Expressway, San Jose, California 95118



Legend

Approximate Property Boundary ———

**FIGURE 2**

Project Number: 296578



**APPENDIX A**

**PROPERTY PHOTOGRAPHS**





1. View of the northern portion of the subject property from a position facing north.



2. View of a concrete pile on the northern portion of the subject property.



3. View of a trail near the northeastern boundary of the subject property.



4. View of the eastern portion of the subject property from a position facing west.



5. View of the southern portion of the subject property from a position facing northeast.



6. View of the south-central portion of the subject property from a position facing north.



7. View of a sanitary sewer cap near the eastern boundary of the subject property.



8. View of a storm sewer cap near the eastern boundary of the subject property.



9. View of presumed former location of sanitary sewer or storm sewer cap.



10. View of the residence on the southwestern portion of the subject property.



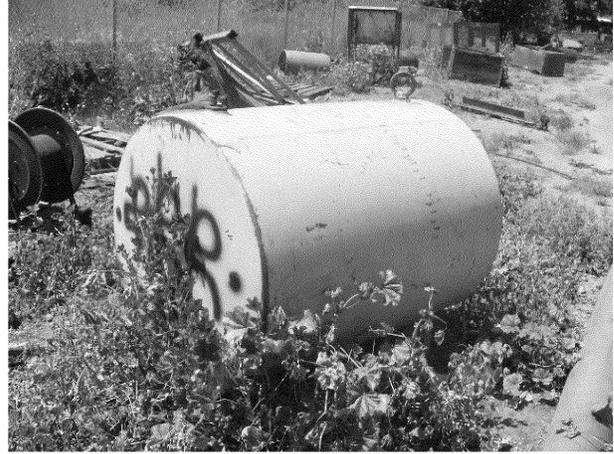
11. View of miscellaneous storage and materials on the southwest side of the subject property.



12. View of a water AST on the southern portion of the subject property.



13. View of a 55-gallon drum in a mount on the southern portion of the subject property.



14. View of a metal AST on the southern portion of the subject property.



15. View of a storage shed with two 55-gallon drums of grease observed inside on the southwestern portion of the subject property.



16. View of a large tent on the southwestern portion of the subject property.



17. View of S&G Carpet, Precision Auto Tune and Safeway (4950-4954 Almaden Expressway) adjacent to the north of the subject property.



18. View of Rotten Robbie gas station (4962 Almaden Expressway) adjacent to the north of the subject property.



19. View of the Guadalupe River adjacent to the northeast of the subject property.



20. View of the bermed area abutting Highway 85 adjacent to the south of the subject property.



21. View of a groundwater recharge pond adjacent to the east of the subject property.



22. View of a SCVWD notice on the fencing east of the subject property.



23. View of the Robertsville Shopping Center (5021-5039 Almaden Expressway) adjacent to the west of the subject property beyond Almaden Expressway.



24. View of AM/PM gas station (4995 Almaden Expressway) adjacent to the northwest of the subject property beyond the intersection of Almaden Expressway and Chynoweth Avenue.

**APPENDIX B**  
**REGULATORY DATABASE**



# *FirstSearch Technology Corporation*

## **Environmental FirstSearch™ Report**

Target Property:

**14418-1 ALMADEN**

**SAN JOSE CA 95118**

Job Number: SF\_296578R

### **PREPARED FOR:**

AEI Consultants

2500 Camino Diablo, Suite 200

Walnut Creek, CA 94597

05-03-11



*Tel: (781) 551-0470*

*Fax: (781) 551-0471*

# Environmental FirstSearch Search Summary Report

**Target Site:** 14418-1 ALMADEN  
SAN JOSE CA 95118

## FirstSearch Summary

Database	Sel	Updated	Radius	Site	1/8	1/4	1/2	1/2>	ZIP	TOTALS
NPL	Y	04-01-11	1.00	0	0	0	0	0	0	0
NPL Delisted	Y	04-01-11	0.50	0	0	0	0	-	0	0
CERCLIS	Y	03-31-11	0.50	0	0	0	0	-	0	0
NFRAP	Y	03-31-11	0.50	0	0	0	1	-	0	1
RCRA COR ACT	Y	03-10-11	1.00	0	0	0	0	0	0	0
RCRA TSD	Y	03-10-11	0.50	0	0	0	0	-	0	0
RCRA GEN	Y	03-10-11	0.25	0	1	2	-	-	0	3
RCRA NLR	Y	03-10-11	0.12	0	1	-	-	-	0	1
Federal Brownfield	Y	03-01-11	0.25	0	0	0	-	-	0	0
ERNS	Y	04-18-11	0.12	0	1	-	-	-	0	1
Tribal Lands	Y	12-01-05	1.00	0	0	0	0	0	1	1
State/Tribal Sites	Y	03-14-11	1.00	0	0	1	0	0	0	1
State Spills 90	Y	03-30-11	0.12	0	0	-	-	-	0	0
State/Tribal SWL	Y	03-07-11	0.50	0	0	0	1	-	0	1
State/Tribal LUST	Y	03-30-11	0.50	0	7	0	17	-	0	24
State/Tribal UST/AST	Y	10-27-10	0.25	0	3	0	-	-	0	3
State/Tribal EC	Y	NA	0.25	0	0	0	-	-	0	0
State/Tribal IC	Y	03-09-11	0.25	0	0	0	-	-	0	0
State/Tribal VCP	Y	03-14-11	0.50	0	0	0	0	-	0	0
State/Tribal Brownfields	Y	NA	0.50	0	0	0	0	-	0	0
State Permits	Y	10-13-10	0.12	0	0	-	-	-	0	0
State Other	Y	03-14-11	0.25	0	0	1	-	-	0	1
Federal IC/EC	Y	02-07-11	0.25	0	0	0	-	-	0	0
HW Manifest	Y	08-02-10	0.12	0	2	-	-	-	0	2
-TOTALS-				0	15	4	19	0	1	39

### Notice of Disclaimer

Due to the limitations, constraints, and inaccuracies and incompleteness of government information and computer mapping data currently available to FirstSearch Technology Corp., certain conventions have been utilized in preparing the locations of all federal, state and local agency sites residing in FirstSearch Technology Corp.'s databases. All EPA NPL and state landfill sites are depicted by a rectangle approximating their location and size. The boundaries of the rectangles represent the eastern and western most longitudes; the northern and southern most latitudes. As such, the mapped areas may exceed the actual areas and do not represent the actual boundaries of these properties. All other sites are depicted by a point representing their approximate address location and make no attempt to represent the actual areas of the associated property. Actual boundaries and locations of individual properties can be found in the files residing at the agency responsible for such information.

### Waiver of Liability

Although FirstSearch Technology Corp. uses its best efforts to research the actual location of each site, FirstSearch Technology Corp. does not and can not warrant the accuracy of these sites with regard to exact location and size. All authorized users of FirstSearch Technology Corp.'s services proceeding are signifying an understanding of FirstSearch Technology Corp.'s searching and mapping conventions, and agree to waive any and all liability claims associated with search and map results showing incomplete and or inaccurate site locations.

***Environmental FirstSearch  
Site Information Report***

**Request Date:** 05-03-11  
**Requestor Name:** KARINA GARCIA  
**Standard:** AAI

**Search Type:** AREA  
 0.07 sq mile(s)  
**Job Number:** SF\_296578R  
**Filtered Report**

**Target Site:** 14418-1 ALMADEN  
 SAN JOSE CA 95118

*Demographics*

<b>Sites:</b> 39	<b>Non-Geocoded:</b> 1	<b>Population:</b> NA
<b>Radon:</b> -0.3 - 0.8 PCI/L		
<b>Fire Insurance Map Coverage:</b> No		

*Site Location*

	<u>Degrees (Decimal)</u>	<u>Degrees (Min/Sec)</u>	<u>UTMs</u>
<b>Longitude:</b>	-121.872454	-121:52:21	<b>Easting:</b> 599988.83
<b>Latitude:</b>	37.258240	37:15:30	<b>Northing:</b> 4123912.233
<b>Elevation:</b>	178		<b>Zone:</b> 10

*Comment*

**Comment:**4151R

*Additional Requests/Services*

<b>Adjacent ZIP Codes:</b>					<b>Services:</b>		
ZIP Code	City Name	ST	Dist/Dir	Sel		<b>Requested?</b>	<b>Date</b>
					Fire Insurance Maps	No	
					Aerial Photographs	No	
					Historical Topos	No	
					City Directories	No	
					Title Search	No	
					Municipal Reports	No	
					Liens	No	
					Historic Map Works	No	
					Online Topos	Yes	05-03-11

***Environmental FirstSearch  
Target Site Summary Report***

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

**TOTAL:** 39      **GEOCODED:** 38      **NON GEOCODED:** 1      **SELECTED:** 0

<u>Map ID</u>	<u>DB Type</u>	<u>Site Name/ID/Status</u>	<u>Address</u>	<u>Dist/Dir</u>	<u>ElevDiff</u>	<u>Page No.</u>
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*No sites found for target address*

## *Environmental FirstSearch Sites Summary Report*

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

**TOTAL:** 39      **GEOCODED:** 38      **NON GEOCODED:** 1      **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
1	UST	ROBERTSVILLE CORNERS SANJOSE402423/	05005 ALMADEN EXPY SAN JOSE CA 95118	0.02 SW	+ 1	1
1	LUST	CLASSIC CAR WASH 43-2250/POLLUTION CHARACTERIZATION	5005 ALMADEN EXPY SAN JOSE CA 95118	0.02 SW	+ 1	2
1	LUST	CLASSIC CAR WASH T0608502065/COMPLETED - CASE CLOSED	5005 ALMADEN EXPY SAN JOSE CA 95118	0.02 SW	+ 1	3
2	RCRAGN	HOME DEPOT USA INC HD 1035 CAR000169417/SGN	5095 ALMADEN EXPRESSWAY SAN JOSE CA 95118	0.03 SW	+ 4	4
2	RCRANLR	HOME DEPOT USA HD 1035 EXPO CAR000169417/NLR	5095 ALMADEN EXPRESSWAY SAN JOSE CA 95118	0.03 SW	+ 4	5
3	ERNS	ARCO 180693/FIXED FACILITY	4995 ALMADEN EXPY SAN JOSE CA 95118	0.10 NW	- 2	6
3	UST	ALMADEN ARCO SANJOSE400909/	4995 ALMADEN EXPY SAN JOSE CA 95118	0.10 NW	- 2	7
3	LUST	ARCO 43-0112/CASE CLOSED	4995 ALMADEN EXPY SAN JOSE CA 95118	0.10 NW	- 2	9
3	LUST	ARCO #2114 T0608500180/COMPLETED - CASE CLOSED	4995 ALMADEN EXPY SAN JOSE CA 95118	0.10 NW	- 2	10
3	LUST	ARCO #2114 T0608543003/COMPLETED - CASE CLOSED	4995 ALMADEN EXPY SAN JOSE CA 95118	0.10 NW	- 2	11
3	HWMANIFEST	BP WEST COAST PRODUCTS LLC 02114 CAL000225717/ACTIVE	4995 ALMADEN EXPY SAN JOSE CA 95118	0.10 NW	- 2	13
4	UST	ROTTEN ROBBIE #38 SANJOSE402120/	4962 ALMADEN EXPY SAN JOSE CA 95118	0.10 NW	- 3	14
4	LUST	ROTTEN ROBBIE 43-2166/CASE CLOSED	4962 ALMADEN EXPY SAN JOSE CA 95118	0.10 NW	- 3	17
4	LUST	ROTTEN ROBBIE #38 T0608501990/COMPLETED - CASE CLOSED	4962 ALMADEN EXPY SAN JOSE CA 95118	0.10 NW	- 3	18
5	HWMANIFEST	SAFeway STORE # 1574 CAL000310041/ACTIVE	4950 ALMADEN EXPY SAN JOSE CA 95118	0.10 NW	- 3	19
6	OTHER	NCLRCA378/NOT REPORTED	935 FOXCHASE DR SAN JOSE CA	0.16 SE	+ 6	20
7	RCRAGN	PACIFIC BELL CAT080024730/TR	1050 BRANHAM LN SAN JOSE CA 95123	0.19 NW	- 5	21
8	RCRAGN	GARMAN R L TRUCKING CAT080033970/TRANSPORTER	1035 BRANHAM LN SAN JOSE CA 95136	0.22 NW	- 5	22
9	STATE	BROADWAY CONTINUATION HIGH SCHOOL CAL43820008/NO ACTION - FOR CALMORTGAGE	4825 SPEAK LN SAN JOSE CA 95118	0.24 NW	- 4	23
10	SWL	HAROLD LIGHTFOOT TIRE PILE SWIS43-TI-0219/TO BE DETERMINED	970 BLOSSOM HILL SAN JOSE CA	0.33 SE	N/A	24

***Environmental FirstSearch  
Sites Summary Report***

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

**TOTAL:** 39      **GEOCODED:** 38      **NON GEOCODED:** 1      **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
11	LUST	CILKER ORCHARDS 43-0354/CASE CLOSED	5255 PEARL AVE SAN JOSE CA 95136	0.34 NE	0	25
11	LUST	CILKER ORCHARDS #2 T0608500410/COMPLETED - CASE CLOSED	5255 PEARL AVE SAN JOSE CA 95136	0.34 NE	0	26
12	LUST	MOBIL (BP 11228) (FORMER) T0608500942/COMPLETED - CASE CLOSED	1099 BLOSSOM HILL SAN JOSE CA 95118	0.38 SW	+ 8	27
13	LUST	BUBBLE MACHINE CAR WASH 43-0207/CASE CLOSED	1045 BLOSSOM HILL RD SAN JOSE CA 95123	0.38 SW	+ 8	31
13	LUST	BUBBLE MACHINE CAR WASH T0608501743/COMPLETED - CASE CLOSED	1045 BLOSSOM HILL RD SAN JOSE CA 95123	0.38 SW	+ 8	32
13	LUST	BUBBLE MACHINE CARWASH T0608553816/COMPLETED - CASE CLOSED	1045 BLOSSOM HILL SAN JOSE CA 95118	0.38 SW	+ 8	33
14	NFRAP	KAISER DEV CO - BLOSSOM HILL ROAD CAD981677164/NFRAP-N	BLOSSOM HILL RD&BLOSSOM RV SAN JOSE CA 95118	0.39 SE	+ 4	35
15	LUST	STANDARD BRANDS PAINT 43-1816/CASE CLOSED	1020 BLOSSOM HILL RD SAN JOSE CA 95123	0.39 SE	+ 7	36
16	LUST	UNOCAL 43-1579/CASE CLOSED	858 BRANHAM LN SAN JOSE CA 95136	0.40 NE	- 8	37
16	LUST	UNOCAL #6464 T0608501539/COMPLETED - CASE CLOSED	858 BRANHAM LN SAN JOSE CA 95136	0.40 NE	- 8	38
17	LUST	PARNELLI JONES TIRE 43-2218/CASE CLOSED	995 BLOSSOM HILL RD SAN JOSE CA 95123	0.42 SE	+ 5	39
17	LUST	PARNELLI JONES TIRE T0608502036/COMPLETED - CASE CLOSED	995 BLOSSOM HILL RD SAN JOSE CA 95123	0.42 SE	+ 5	40
18	LUST	ARCO # 06223 43-0111/CASE CLOSED	4610 PEARL AVE SAN JOSE CA 95136	0.45 NE	- 8	41
18	LUST	ARCO #6223 T0608565900/COMPLETED - CASE CLOSED	4610 PEARL AVE SAN JOSE CA 95136	0.45 NE	- 8	42
18	LUST	ARCO #6223 T0608500179/COMPLETED - CASE CLOSED	4610 PEARL AVE SAN JOSE CA 95136	0.45 NE	- 8	43
19	LUST	SHELL T0608502429/COMPLETED - CASE CLOSED	5607 ALMADEN EXPY SAN JOSE CA 95118	0.45 SW	+ 10	44
20	LUST	TOSCO - FACILITY #7186 43-2130/PRELIM. SITE ASSES. WKPLN SUBM	968 BLOSSOM HILL RD SAN JOSE CA 95123	0.48 SE	+ 8	45
20	LUST	UNOCAL #7186 T0608501956/COMPLETED - CASE CLOSED	968 BLOSSOM HILL RD SAN JOSE CA 95123	0.48 SE	+ 8	46

***Environmental FirstSearch  
Sites Summary Report***

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

**TOTAL:** 39      **GEOCODED:** 38      **NON GEOCODED:** 1      **SELECTED:** 0

<b>Map ID</b>	<b>DB Type</b>	<b>Site Name/ID/Status</b>	<b>Address</b>	<b>Dist/Dir</b>	<b>ElevDiff</b>	<b>Page No.</b>
	TRIBALLAND	BUREAU OF INDIAN AFFAIRS CONTACT I BIA-95118/	UNKNOWN CA 95118	NON GC	N/A	48

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

UST

**SEARCH ID:** 11      **DIST/DIR:** 0.02 SW      **ELEVATION:** 179      **MAP ID:** 1

<b>NAME:</b>	ROBERTSVILLE CORNERS	<b>REV:</b>	03/20/2000
<b>ADDRESS:</b>	05005 ALMADEN EXPY	<b>ID1:</b>	SANJOSE402423
	SAN JOSE CA 95118	<b>ID2:</b>	CERTNO10515
	SANTA CLARA	<b>STATUS:</b>	
<b>CONTACT:</b>		<b>PHONE:</b>	
<b>SOURCE:</b>			

SAN JOSE CITY TANKS LIST INFORMATION  
According to the San Jose City Fire Dept. the following information is current as of 12/11/02

Tank Number: 4  
Date Certificate Issued: 10515  
Aboveground or Underground Tank: Aboveground  
Date Installed: 4/1/98  
Tank Type: Motor Vehicle Fuel  
Tank Capacity: 10,000  
Contents: Motor Vehicle Fuel  
Date Permit Issued: 5/11/98  
Date Permit Expires: 5/11/2003  
Financial Responsibility: State Fund  
Tank Manufactured By: XERXES  
Tank Material: Fiberglass  
Corrosion Protection:  
System Type: Pressure  
Monitoring System: Veeder Root 350  
Detection Method: Interstitial Monitor  
Mail Business Name:  
Mail Address:

SAN JOSE CITY TANKS LIST INFORMATION  
According to the San Jose City Fire Dept. the following information is current as of 12/11/02

Tank Number: 5  
Date Certificate Issued: 10515  
Aboveground or Underground Tank: Aboveground  
Date Installed: 4/1/98  
Tank Type: Motor Vehicle Fuel  
Tank Capacity: 10,000  
Contents: Motor Vehicle Fuel  
Date Permit Issued: 5/11/98  
Date Permit Expires: 5/11/2003  
Financial Responsibility: State Fund  
Tank Manufactured By: XERXES  
Tank Material: Fiberglass  
Corrosion Protection:  
System Type: Pressure  
Monitoring System: Veeder Root 350  
Detection Method: Interstitial Monitor  
Mail Business Name:  
Mail Address:

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 24      **DIST/DIR:** 0.02 SW      **ELEVATION:** 179      **MAP ID:** 1

**NAME:** CLASSIC CAR WASH      **REV:** 07/11/02  
**ADDRESS:** 5005 ALMADEN EXPY      **ID1:** 43-2250  
SAN JOSE CA 95118      **ID2:**  
SANTA CLARA      **STATUS:** POLLUTION CHARACTERIZATION  
**CONTACT:**      **PHONE:**  
**SOURCE:** CA SWRCB

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: LOCAL AGENCY  
REGIONAL BOARD: SAN FRANCISCO BAY REGION  
LOCAL CASE NUMBER: 08S1E08A02  
RESPONSIBLE PARTY: BLANK RP  
ADDRESS OF RESPONSIBLE PARTY:  
SITE OPERATOR:  
WATER SYSTEM:

CASE NUMBER: 43-2250  
CASE TYPE: UNDEFINED  
SUBSTANCE LEAKED: GASOLINE  
SUBSTANCE QUANTITY:  
LEAK CAUSE: UNKNOWN  
LEAK SOURCE: UNKNOWN  
HOW LEAK WAS DISCOVERED: TANK CLOSURE  
DATE DISCOVERED (blank if not reported): 6/15/98  
HOW LEAK WAS STOPPED: CLOSE TANK  
STOP DATE (blank if not reported): 6/15/98  
STATUS: POLLUTION CHARACTERIZATION  
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):  
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):  
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): 10/16/98  
REVIEW DATE (blank if not reported): 2/23/99  
DATE OF LEAK CONFIRMATION (blank if not reported):  
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):  
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):  
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported): 1/2/65  
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):  
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):  
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):  
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):  
REPORT DATE (blank if not reported): 6/15/98

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):  
MTBE GROUNDWATER CONCENTRATION:  
MTBE SOIL CONCENTRATION:  
MTBE CNTS: 0  
MTBE FUEL: 1  
MTBE TESTED: SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED  
MTBE CLASS: \*

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 25      **DIST/DIR:** 0.02 SW      **ELEVATION:** 179      **MAP ID:** 1

**NAME:** CLASSIC CAR WASH      **REV:** 03/30/11  
**ADDRESS:** 5005 ALMADEN EXPY      **ID1:** T0608502065  
SAN JOSE CA 95118      **ID2:**  
SANTA CLARA      **STATUS:** COMPLETED - CASE CLOSED  
**CONTACT:**      **PHONE:**  
**SOURCE:** CA SWRCB

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: SANTA CLARA COUNTY LOP  
REGIONAL BOARD CASE NUMBER:  
LOCAL AGENCY: SANTA CLARA COUNTY LOP  
LOCAL CASE NUMBER:

CASE TYPE: LUST Cleanup Site  
POTENTIAL CONTAMINANTS OF CONCERN: Gasoline  
POTENTIAL MEDIA AFFECTED: Aquifer used for drinking water supply  
STATUS: Completed - Case Closed  
STATUS DATE: 2003-09-29 00:00:00  
SITE HISTORY (blank if not reported):

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 1998-12-31 00:00:00  
ACTION (blank if not reported): Staff Letter - #20599

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2002-11-27 00:00:00  
ACTION (blank if not reported): Staff Letter - #39062

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2001-10-16 00:00:00  
ACTION (blank if not reported): Staff Letter - #38114

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2002-06-27 00:00:00  
ACTION (blank if not reported): Warning Letter - #38116

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2001-05-01 00:00:00  
ACTION (blank if not reported): Staff Letter - #20601

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2001-09-27 00:00:00  
ACTION (blank if not reported): Staff Letter - #20603

ACTION TYPE (blank if not reported): Other  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Leak Reported

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 1999-02-15 00:00:00  
ACTION (blank if not reported): Preliminary Site Assessment Report

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2001-10-11 00:00:00  
ACTION (blank if not reported): Soil and Water Investigation Workplan

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2001-05-04 00:00:00  
ACTION (blank if not reported): Soil and Water Investigation Report

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2003-02-03 00:00:00  
ACTION (blank if not reported): Monitoring Report - Quarterly

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

RCRAGN

**SEARCH ID:** 3      **DIST/DIR:** 0.03 SW      **ELEVATION:** 182      **MAP ID:** 2

<b>NAME:</b>	HOME DEPOT USA INC HD 1035	<b>REV:</b>	5/13/09
<b>ADDRESS:</b>	5095 ALMADEN EXPRESSWAY SAN JOSE CA 95118	<b>ID1:</b>	CAR000169417
	SANTA CLARA	<b>ID2:</b>	
<b>CONTACT:</b>	ROBERT PERKINS	<b>STATUS:</b>	SGN
<b>SOURCE:</b>	EPA	<b>PHONE:</b>	760-602-8700

SITE INFORMATION

CONTACT INFORMATION: ROBERT PERKINS  
1905 ASTON AVE STE 100  
CARLSBAD CA 92008

PHONE: 760-602-8700

UNIVERSE INFORMATION:

NAIC INFORMATION

44411 - HOME CENTERS

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

HAZARDOUS WASTE INFORMATION:

Methyl ethyl ketone

Benzene

Mercury

2,4-D (2,4-Dichlorophenoxyacetic acid)

Ignitable waste

The following spent non-halogenated solvents: toluene, methyl ethyl ketone, carbon disulfide, isobutanol, pyridine, benzene, 2-ethoxyethanol, and 2-nitropropane;  
all spent solvent mixtures/blends containing, before use, a to

The following spent non-halogenated solvents: Xylene, acetone, ethyl acetate, ethyl benzene, ethyl ether, methyl isobutyl ketone, n-butyl alcohol, cyclohexanone,  
and methanol; all spent solvent mixtures/ blends containing, b

Corrosive waste

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

RCRANLR

**SEARCH ID:** 5      **DIST/DIR:** 0.03 SW      **ELEVATION:** 182      **MAP ID:** 2

<b>NAME:</b>	HOME DEPOT USA HD 1035 EXPO	<b>REV:</b>	3/10/11
<b>ADDRESS:</b>	5095 ALMADEN EXPRESSWAY	<b>ID1:</b>	CAR000169417
	SAN JOSE CA 95118	<b>ID2:</b>	
	SANTA CLARA	<b>STATUS:</b>	NLR
<b>CONTACT:</b>		<b>PHONE:</b>	
<b>SOURCE:</b>	EPA		

SITE INFORMATION

CONTACT INFORMATION: ROSA L WHIPPLE  
1905 ASTON AVE STE 100  
CARLSBAD CA 92008

PHONE: 800-451-8346 8842

UNIVERSE INFORMATION:

SUBJECT TO CORRECTIVE ACTION (SUBJCA)

SUBJCA: N - NO  
SUBJCA TSD 3004: N - NO  
SUBJCA NON TSD: N - NO  
SIGNIFICANT NON-COMPLIANCE(SNC): N - NO  
BEGINNING OF THE YEAR SNC:  
PERMIT WORKLOAD: ----  
CLOSURE WORKLOAD: ----  
POST CLOSURE WORKLOAD: ----  
PERMITTING /CLOSURE/POST-CLOSURE PROGRESS: ----  
CORRECTIVE ACTION WORKLOAD: N - NO  
GENERATOR STATUS: N

INSTITUTIONAL CONTROL: N  
HUMAN EXPOSURE:  
GW CONTROLS:  
LAND TYPE: P

NAIC INFORMATION

44411 - HOME CENTERS

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

HAZARDOUS WASTE INFORMATION:

D001 - IGNITABLE WASTE  
D002 - CORROSIVE WASTE  
D009 - MERCURY  
D016 - 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)  
D018 - BENZENE  
D035 - METHYL ETHYL KETONE  
F003 - THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/ BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

ERNS

**SEARCH ID:** 6      **DIST/DIR:** 0.10 NW      **ELEVATION:** 176      **MAP ID:** 3

<b>NAME:</b>	ARCO	<b>REV:</b>	8/29/90 0:
<b>ADDRESS:</b>	4995 ALMADEN EXPY	<b>ID1:</b>	180693
	SAN JOSE CA 95118	<b>ID2:</b>	
	SANTA CLARA	<b>STATUS:</b>	FIXED FACILITY
<b>CONTACT:</b>		<b>PHONE:</b>	
<b>SOURCE:</b>	EPA		

SPILL INFORMATION  
DATE OF SPILL: 8/29/1990 TIME OF SPILL: 0800

PRODUCT RELEASED (1): GASOLINE  
QUANTITY (1): 0  
UNITS (1): UNK

PRODUCT RELEASED (2):  
QUANTITY (2):  
UNITS (2):

PRODUCT RELEASED (3):  
QUANTITY (3):  
UNITS (3):

MEDIUM/MEDIA AFFECTED  
AIR: NO GROUNDWATER: NO  
LAND: YES FIXED FACILITY: NO  
WATER: NO OTHER: NO  
WATERBODY AFFECTED BY RELEASE: NONE

CAUSE OF RELEASE  
DUMPING: NO EQUIPMENT FAILURE: NO  
NATURAL PHENOMENON: NO OPERATOR ERROR: NO  
OTHER CAUSE: YES TRANSP. ACCIDENT: NO  
UNKNOWN: NO

ACTIONS TAKEN: CLEANUP UNDERWAY  
RELEASE DETECTION: QUANTITY=UNKNOWN PERSON DROVE OFF WITH NOZZLE IN TANK  
MISC. NOTES:

DISCHARGER INFORMATION  
DISCHARGER ID: 180693 DUN & BRADSTREET #:  
TYPE OF DISCHARGER: PRIVATE CITIZEN  
NAME OF DISCHARGER: ARCO  
ADDRESS: 4995 ALMADEN RD.  
SAN JOSE CA 95118-

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

UST

**SEARCH ID:** 10      **DIST/DIR:** 0.10 NW      **ELEVATION:** 176      **MAP ID:** 3

<b>NAME:</b>	ALMADEN ARCO	<b>REV:</b>	03/20/2000
<b>ADDRESS:</b>	4995 ALMADEN EXPY SAN JOSE CA 95118 SANTA CLARA	<b>ID1:</b>	SANJOSE400909
<b>CONTACT:</b>		<b>ID2:</b>	CERTNO10399
<b>SOURCE:</b>		<b>STATUS:</b>	
		<b>PHONE:</b>	

**SAN JOSE CITY TANKS LIST INFORMATION**

According to the San Jose City Fire Dept. the following information is current as of 12/11/02

Tank Number: 6  
Date Certificate Issued: 10399  
Aboveground or Underground Tank: Underground  
Date Installed: 010101  
Tank Type: Motor Vehicle Fuel  
Tank Capacity: 12,000  
Contents: Motor Vehicle Fuel  
Date Permit Issued: 9/9/98  
Date Permit Expires: 9/9/2003  
Financial Responsibility:  
Tank Manufactured By: OWENS CORNING  
Tank Material: Fiberglass  
Corrosion Protection: FRP  
System Type: Pressure  
Monitoring System: Roman #  
Detection Method: Interstitial Monitor  
Mail Business Name: Arco Products  
Mail Address: 4 Centerpointe Dr. La Palma, CA 90702

**SAN JOSE CITY TANKS LIST INFORMATION**

According to the San Jose City Fire Dept. the following information is current as of 12/11/02

Tank Number: 7  
Date Certificate Issued: 10399  
Aboveground or Underground Tank: Underground  
Date Installed: 010101  
Tank Type: Motor Vehicle Fuel  
Tank Capacity: 12,000  
Contents: Motor Vehicle Fuel  
Date Permit Issued: 9/9/98  
Date Permit Expires: 9/9/2003  
Financial Responsibility:  
Tank Manufactured By: OWENS CORNING  
Tank Material: Fiberglass  
Corrosion Protection: FRP  
System Type: Pressure  
Monitoring System: Roman #  
Detection Method: Interstitial Monitor  
Mail Business Name: ARCO Products  
Mail Address: 4 Centerpointe Dr. La Palma, CA 90702

**SAN JOSE CITY TANKS LIST INFORMATION**

According to the San Jose City Fire Dept. the following information is current as of 12/11/02

Tank Number: 8  
Date Certificate Issued: 10399  
Aboveground or Underground Tank: Underground  
Date Installed: 010101  
Tank Type: Motor Vehicle Fuel  
Tank Capacity: 12,000  
Contents: Motor Vehicle Fuel

- Continued on next page -

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

UST

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**SEARCH ID:** 10      **DIST/DIR:** 0.10 NW      **ELEVATION:** 176      **MAP ID:** 3

---

**NAME:** ALMADEN ARCO  
**ADDRESS:** 4995 ALMADEN EXPY  
SAN JOSE CA 95118  
SANTA CLARA

**REV:** 03/20/2000  
**ID1:** SANJOSE400909  
**ID2:** CERTNO10399  
**STATUS:**  
**PHONE:**

**CONTACT:**  
**SOURCE:**

---

Date Permit Issued: 9/9/98  
Date Permit Expires: 9/9/2003  
Financial Responsibility:  
Tank Manufactured By: OWENS CORNING  
Tank Material: Fiberglass  
Corrosion Protection: FRP  
System Type: Pressure  
Monitoring System: Ronan #  
Detection Method: Interstitial Monitor  
Mail Business Name: ARCO Products  
Mail Address: 4 Centerpointe Drive La Palma, CA 90702

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 13      **DIST/DIR:** 0.10 NW      **ELEVATION:** 176      **MAP ID:** 3

<b>NAME:</b>	ARCO	<b>REV:</b>	07/11/02
<b>ADDRESS:</b>	4995 ALMADEN EXPY SAN JOSE CA 95118 SANTA CLARA	<b>ID1:</b>	43-0112
<b>CONTACT:</b>		<b>ID2:</b>	
<b>SOURCE:</b>	CA SWRCB	<b>STATUS:</b>	CASE CLOSED
		<b>PHONE:</b>	

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
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LEAD AGENCY: LOCAL AGENCY  
REGIONAL BOARD: SAN FRANCISCO BAY REGION  
LOCAL CASE NUMBER: 08S1E08A01  
RESPONSIBLE PARTY: BLANK RP  
ADDRESS OF RESPONSIBLE PARTY:  
SITE OPERATOR:  
WATER SYSTEM:

CASE NUMBER: 43-0112  
CASE TYPE: AQUIFER AFFECTED  
SUBSTANCE LEAKED: GASOLINE  
SUBSTANCE QUANTITY:  
LEAK CAUSE: STRUCTURE FAILURE  
LEAK SOURCE: TANK  
HOW LEAK WAS DISCOVERED: TANK CLOSURE  
DATE DISCOVERED (blank if not reported): 8/25/88  
HOW LEAK WAS STOPPED: CLOSE TANK  
STOP DATE (blank if not reported): 8/25/88  
STATUS: CASE CLOSED

ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): EXCAVATE AND DISPOSE- REMOVE  
CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE  
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):  
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): 8/19/88  
REVIEW DATE (blank if not reported): 8/20/96  
DATE OF LEAK CONFIRMATION (blank if not reported):  
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): 7/31/89  
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): 9/19/89  
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):  
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):  
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):  
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):  
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): 8/15/96  
REPORT DATE (blank if not reported): 8/19/88

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
MTBE DATE(Date of historical maximum MTBE concentration):  
MTBE GROUNDWATER CONCENTRATION:  
MTBE SOIL CONCENTRATION:  
MTBE CNTS: 0  
MTBE FUEL: 1  
MTBE TESTED: SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED  
MTBE CLASS: \*

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 15      **DIST/DIR:** 0.10 NW      **ELEVATION:** 176      **MAP ID:** 3

<b>NAME:</b>	ARCO #2114	<b>REV:</b>	03/30/11
<b>ADDRESS:</b>	4995 ALMADEN EXPY SAN JOSE CA 95118 SANTA CLARA	<b>ID1:</b>	T0608500180
<b>CONTACT:</b>		<b>ID2:</b>	
<b>SOURCE:</b>	CA SWRCB	<b>STATUS:</b>	COMPLETED - CASE CLOSED
		<b>PHONE:</b>	

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
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LEAD AGENCY: SANTA CLARA COUNTY LOP  
REGIONAL BOARD CASE NUMBER:  
LOCAL AGENCY: SANTA CLARA COUNTY LOP  
LOCAL CASE NUMBER:

CASE TYPE: LUST Cleanup Site  
POTENTIAL CONTAMINANTS OF CONCERN: Gasoline  
POTENTIAL MEDIA AFFECTED: Aquifer used for drinking water supply  
STATUS: Completed - Case Closed  
STATUS DATE: 1996-08-15 00:00:00  
SITE HISTORY (blank if not reported):

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 1989-01-12 00:00:00  
ACTION (blank if not reported): Notice of Responsibility - #39448

ACTION TYPE (blank if not reported): Other  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Leak Reported

ACTION TYPE (blank if not reported): REMEDIATION  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Excavate and Dispose

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 16      **DIST/DIR:** 0.10 NW      **ELEVATION:** 176      **MAP ID:** 3

**NAME:** ARCO #2114      **REV:** 03/30/11  
**ADDRESS:** 4995 ALMADEN EXPY      **ID1:** T0608543003  
SAN JOSE CA 95118      **ID2:**  
SANTA CLARA      **STATUS:** COMPLETED - CASE CLOSED  
**CONTACT:**      **PHONE:**  
**SOURCE:** CA SWRCB

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: SANTA CLARA COUNTY LOP  
REGIONAL BOARD CASE NUMBER:  
LOCAL AGENCY: SANTA CLARA COUNTY LOP  
LOCAL CASE NUMBER:

CASE TYPE: LUST Cleanup Site  
POTENTIAL CONTAMINANTS OF CONCERN: Gasoline  
POTENTIAL MEDIA AFFECTED: Other Groundwater (uses other than drinking water)  
STATUS: Completed - Case Closed  
STATUS DATE: 2004-10-04 00:00:00  
SITE HISTORY (blank if not reported):

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2001-06-25 00:00:00  
ACTION (blank if not reported): Staff Letter - #20769

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2001-10-23 00:00:00  
ACTION (blank if not reported): Staff Letter - #20771

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2001-06-22 00:00:00  
ACTION (blank if not reported): Staff Letter - #20767

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2001-06-25 00:00:00  
ACTION (blank if not reported): Notice of Responsibility - #39438

ACTION TYPE (blank if not reported): Other  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Leak Reported

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2002-03-14 00:00:00  
ACTION (blank if not reported): Monitoring Report - Quarterly

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2002-09-14 00:00:00  
ACTION (blank if not reported): Monitoring Report - Quarterly

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2001-09-14 00:00:00  
ACTION (blank if not reported): Soil and Water Investigation Report

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2001-06-22 00:00:00  
ACTION (blank if not reported): Preliminary Site Assessment Report

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2002-06-14 00:00:00  
ACTION (blank if not reported): Monitoring Report - Quarterly

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2003-06-14 00:00:00  
ACTION (blank if not reported): Monitoring Report - Quarterly

- Continued on next page -

***Environmental FirstSearch  
Site Detail Report***

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

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**SEARCH ID:** 16      **DIST/DIR:** 0.10 NW      **ELEVATION:** 176      **MAP ID:** 3

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<b>NAME:</b>	ARCO #2114	<b>REV:</b>	03/30/11
<b>ADDRESS:</b>	4995 ALMADEN EXPY	<b>ID1:</b>	T0608543003
	SAN JOSE CA 95118	<b>ID2:</b>	
	SANTA CLARA	<b>STATUS:</b>	COMPLETED - CASE CLOSED
<b>CONTACT:</b>		<b>PHONE:</b>	
<b>SOURCE:</b>	CA SWRCB		

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DATE (blank if not reported): 2002-12-14 00:00:00  
ACTION (blank if not reported): Monitoring Report - Quarterly

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

HWMANIFEST

**SEARCH ID:** 37      **DIST/DIR:** 0.10 NW      **ELEVATION:** 176      **MAP ID:** 3

<b>NAME:</b>	BP WEST COAST PRODUCTS LLC 02114	<b>REV:</b>	02/19/10
<b>ADDRESS:</b>	4995 ALMADEN EXPY SAN JOSE CA 95118 SANTA CLARA	<b>ID1:</b>	CAL000225717
<b>CONTACT:</b>		<b>ID2:</b>	
<b>SOURCE:</b>	CA DTSC	<b>STATUS:</b>	ACTIVE
		<b>PHONE:</b>	

THE CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL HAZARDOUS WASTE MANIFEST INVENTORY (HWM I) SITE INFORMATION FROM THE CA EPA AND DTSC HAZARDOUS WASTE TRACKING SYSTEM (HWTS) :

Date Record was Created: 12/21/2001

Inactivity Date:

Facility Mail Name:

Facility Mailing Address: PO BOX 80249, RCHO STA MARG, CA 92688-0000

Owner Name: BP WEST COAST PRODUCTS LLC

Owner Address: PO BOX 6038, ARTESIA, CA 90702-6038

Contact Name: RUTH HA / WASTE SPECIALIST

Contact Address: PO BOX 6038, ARTESIA, CA 90702-0000

Contact Phone: 5035246191

HWM I WASTE TYPE AND TONNAGE INFORMATION BY YEAR 2005-2009:

2009 Method Type: LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL( TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)

2009 Waste Type: Other organic solids

2009 Total Tonnage: 0.075

2008 Waste Type: Aqueous solution with total organic residues less than 10 percent

2008 Total Tonnage: 0.168

2007 Waste Type: Aqueous solution with total organic residues less than 10 percent

2007 Total Tonnage: 0.27105

2006 Waste Type: Aqueous solution with total organic residues less than 10 percent

2006 Total Tonnage: 1.87

2005 Waste Type: Aqueous solution with total organic residues less than 10 percent

2005 Total Tonnage: 0.25

HWM I WASTE TYPE AND TONNAGE INFORMATION BY YEAR 2000-2004:

2004 Waste Type: Aqueous solution with total organic residues less than 10 percent

2004 Total Tonnage: 0.2

2003 Waste Type: Aqueous solution with total organic residues less than 10 percent

2003 Total Tonnage: 4.37

2002 Waste Type: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)

2002 Total Tonnage: 0.7

2001 Waste Type:

2001 Total Tonnage:

2000 Waste Type:

2000 Total Tonnage:

HWM I WASTE TYPE AND TONNAGE INFORMATION BY YEAR 1993-1999:

1999 Waste Type:

1999 Total Tonnage:

1998 Waste Type:

1998 Total Tonnage:

1997 Waste Type:

1997 Total Tonnage:

1996 Waste Type:

1996 Total Tonnage:

1995 Waste Type:

1995 Total Tonnage:

1994 Waste Type:

1994 Total Tonnage:

1993 Waste Type:

1993 Total Tonnage:

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

UST

**SEARCH ID:** 12      **DIST/DIR:** 0.10 NW      **ELEVATION:** 175      **MAP ID:** 4

<b>NAME:</b>	ROTTEN ROBBIE #38	<b>REV:</b>	03/20/2000
<b>ADDRESS:</b>	4962 ALMADEN EXPY SAN JOSE CA 95118 SANTA CLARA	<b>ID1:</b>	SANJOSE402120
<b>CONTACT:</b>		<b>ID2:</b>	CERTNO10622
<b>SOURCE:</b>		<b>STATUS:</b>	
		<b>PHONE:</b>	

**SAN JOSE CITY TANKS LIST INFORMATION**

According to the San Jose City Fire Dept. the following information is current as of 12/11/02

Tank Number: 4  
Date Certificate Issued: 10622  
Aboveground or Underground Tank: Underground  
Date Installed: 1/21/86  
Tank Type: Motor Vehicle Fuel  
Tank Capacity: 12,000  
Contents: Motor Vehicle Fuel  
Date Permit Issued: 3/17/97  
Date Permit Expires: 3/17/2002  
Financial Responsibility: Letter of Credit  
Tank Manufactured By: JOOR  
Tank Material: Fiberglass  
Corrosion Protection: FRP  
System Type: Pressure  
Monitoring System: Veeder Root TLS-350  
Detection Method: Interstitial Monitor  
Mail Business Name: Mission Trail Oil Company  
Mail Address: 4250 Williams Rd. San Jose, CA 95129

**SAN JOSE CITY TANKS LIST INFORMATION**

According to the San Jose City Fire Dept. the following information is current as of 12/11/02

Tank Number: 5  
Date Certificate Issued: 10622  
Aboveground or Underground Tank: Underground  
Date Installed: 1/21/86  
Tank Type: Motor Vehicle Fuel  
Tank Capacity: 12,000  
Contents: Motor Vehicle Fuel  
Date Permit Issued: 3/17/97  
Date Permit Expires: 3/17/2002  
Financial Responsibility: Letter of Credit  
Tank Manufactured By: JOOR  
Tank Material: Fiberglass  
Corrosion Protection: FRP  
System Type: Pressure  
Monitoring System: Veeder Root TLS-350  
Detection Method: Interstitial Monitor  
Mail Business Name: Mission Trail Oil Company  
Mail Address: 4250 Williams Rd. San Jose, CA 95129

**SAN JOSE CITY TANKS LIST INFORMATION**

According to the San Jose City Fire Dept. the following information is current as of 12/11/02

Tank Number: 6  
Date Certificate Issued: 10622  
Aboveground or Underground Tank: Underground  
Date Installed: 9/10/96  
Tank Type: Motor Vehicle Fuel  
Tank Capacity: 15000  
Contents: Motor Vehicle Fuel

- Continued on next page -

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

UST

**SEARCH ID:** 12      **DIST/DIR:** 0.10 NW      **ELEVATION:** 175      **MAP ID:** 4

<b>NAME:</b>	ROTTEN ROBBIE #38	<b>REV:</b>	03/20/2000
<b>ADDRESS:</b>	4962 ALMADEN EXPY SAN JOSE CA 95118 SANTA CLARA	<b>ID1:</b>	SANJOSE402120
<b>CONTACT:</b>		<b>ID2:</b>	CERTNO10622
<b>SOURCE:</b>		<b>STATUS:</b>	
		<b>PHONE:</b>	

Date Permit Issued: 3/17/97  
Date Permit Expires: 3/17/2002  
Financial Responsibility: Letter of Credit  
Tank Manufactured By: Joor-Elutron Plasteel  
Tank Material: Fiberglass  
Corrosion Protection: FRP  
System Type: Pressure  
Monitoring System: Veeder Root TLS-350  
Detection Method: Interstitial Monitor  
Mail Business Name: Mission Trail Oil Company  
Mail Address: 4250 Williams Rd. San Jose, CA 95129

SAN JOSE CITY TANKS LIST INFORMATION  
According to the San Jose City Fire Dept. the following information is current as of 12/11/02

Tank Number: 7  
Date Certificate Issued: 10622  
Aboveground or Underground Tank: Underground  
Date Installed: 9/10/96  
Tank Type: Motor Vehicle Fuel  
Tank Capacity: 12000  
Contents: Motor Vehicle Fuel  
Date Permit Issued: 3/17/97  
Date Permit Expires: 3/17/2002  
Financial Responsibility: Letter of Credit  
Tank Manufactured By: Joor-Elutron Plasteel  
Tank Material: Fiberglass  
Corrosion Protection: FRP  
System Type: Pressure  
Monitoring System: Veeder Root TLS-350  
Detection Method: Interstitial Monitor  
Mail Business Name: Mission Trail Oil Company  
Mail Address: 4250 Williams Rd. San Jose, CA 95129

SAN JOSE CITY TANKS LIST INFORMATION  
According to the San Jose City Fire Dept. the following information is current as of 12/11/02

Tank Number: 8  
Date Certificate Issued: 10622  
Aboveground or Underground Tank: Underground  
Date Installed: 9/10/96  
Tank Type: Motor Vehicle Fuel  
Tank Capacity: 12000  
Contents: Motor Vehicle Fuel  
Date Permit Issued: 3/17/97  
Date Permit Expires: 3/17/2002  
Financial Responsibility: Letter of Credit  
Tank Manufactured By: Joor-Elutron Plasteel  
Tank Material: Fiberglass  
Corrosion Protection: FRP  
System Type: Pressure  
Monitoring System: Veeder Root TLS-350  
Detection Method: Interstitial Monitor  
Mail Business Name: Mission Trail Oil Company

- Continued on next page -

*Environmental FirstSearch  
Site Detail Report*

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

UST

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**SEARCH ID:** 12      **DIST/DIR:** 0.10 NW      **ELEVATION:** 175      **MAP ID:** 4

---

**NAME:** ROTTEN ROBBIE #38  
**ADDRESS:** 4962 ALMADEN EXPY  
SAN JOSE CA 95118  
SANTA CLARA

**REV:** 03/20/2000  
**ID1:** SANJOSE402120  
**ID2:** CERTNO10622  
**STATUS:**  
**PHONE:**

**CONTACT:**  
**SOURCE:**

---

Mail Address: 4250 Williams Rd. San Jose, CA 95129

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 29      **DIST/DIR:** 0.10 NW      **ELEVATION:** 175      **MAP ID:** 4

**NAME:** ROTTEN ROBBIE      **REV:** 07/11/02  
**ADDRESS:** 4962 ALMADEN EXPY      **ID1:** 43-2166  
SAN JOSE CA 95118      **ID2:**  
SANTA CLARA      **STATUS:** CASE CLOSED  
**CONTACT:**      **PHONE:**  
**SOURCE:** CA SWRCB

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: LOCAL AGENCY  
REGIONAL BOARD: SAN FRANCISCO BAY REGION  
LOCAL CASE NUMBER: 08S1E09D01  
RESPONSIBLE PARTY: BLANK RP  
ADDRESS OF RESPONSIBLE PARTY:  
SITE OPERATOR:  
WATER SYSTEM:

CASE NUMBER: 43-2166  
CASE TYPE: SOIL ONLY  
SUBSTANCE LEAKED: GASOLINE  
SUBSTANCE QUANTITY:  
LEAK CAUSE: OTHER CAUSE  
LEAK SOURCE: PIPING  
HOW LEAK WAS DISCOVERED: TANK CLOSURE  
DATE DISCOVERED (blank if not reported): 9/9/96  
HOW LEAK WAS STOPPED: CLOSE TANK  
STOP DATE (blank if not reported): 9/9/97  
STATUS: CASE CLOSED

ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): EXCAVATE AND DISPOSE- REMOVE  
CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE  
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):  
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): 9/13/90  
REVIEW DATE (blank if not reported): 1/8/99  
DATE OF LEAK CONFIRMATION (blank if not reported):  
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):  
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):  
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported): 9/13/98  
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):  
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):  
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):  
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): 10/29/98  
REPORT DATE (blank if not reported): 3/5/90

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
MTBE DATE(Date of historical maximum MTBE concentration):  
MTBE GROUNDWATER CONCENTRATION:  
MTBE SOIL CONCENTRATION:  
MTBE CNTS: 0  
MTBE FUEL: 1  
MTBE TESTED: SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED  
MTBE CLASS: \*

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 30      **DIST/DIR:** 0.10 NW      **ELEVATION:** 175      **MAP ID:** 4

<b>NAME:</b>	ROTTEN ROBBIE #38	<b>REV:</b>	03/30/11
<b>ADDRESS:</b>	4962 ALMADEN EXPY SAN JOSE CA 95118 SANTA CLARA	<b>ID1:</b>	T0608501990
<b>CONTACT:</b>		<b>ID2:</b>	
<b>SOURCE:</b>	CA SWRCB	<b>STATUS:</b>	COMPLETED - CASE CLOSED
		<b>PHONE:</b>	

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: SANTA CLARA COUNTY LOP  
REGIONAL BOARD CASE NUMBER:  
LOCAL AGENCY: SANTA CLARA COUNTY LOP  
LOCAL CASE NUMBER:

CASE TYPE: LUST Cleanup Site  
POTENTIAL CONTAMINANTS OF CONCERN: Gasoline  
POTENTIAL MEDIA AFFECTED: Soil  
STATUS: Completed - Case Closed  
STATUS DATE: 1998-10-29 00:00:00  
SITE HISTORY (blank if not reported):

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 1997-03-17 00:00:00  
ACTION (blank if not reported): Notice of Responsibility - #39351

ACTION TYPE (blank if not reported): Other  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Leak Reported

***Environmental FirstSearch  
Site Detail Report***

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

HWMANIFEST

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<b>SEARCH ID:</b> 38	<b>DIST/DIR:</b> 0.10 NW	<b>ELEVATION:</b> 175	<b>MAP ID:</b> 5
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**NAME:** SAFEWAY STORE # 1574  
**ADDRESS:** 4950 ALMADEN EXPY  
SAN JOSE CA 95118  
SANTA CLARA

**REV:** 02/19/10  
**ID1:** CAL000310041  
**ID2:**  
**STATUS:** ACTIVE  
**PHONE:**

**CONTACT:**  
**SOURCE:** CA DTSC

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DETAILS NOT AVAILABLE

***Environmental FirstSearch  
Site Detail Report***

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

OTHER

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**SEARCH ID:** 9      **DIST/DIR:** 0.16 SE      **ELEVATION:** 184      **MAP ID:** 6

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<b>NAME:</b>		<b>REV:</b>	03/01/09
<b>ADDRESS:</b>	935 FOXCHASE DR	<b>ID1:</b>	NCLRCA378
	SAN JOSE CA	<b>ID2:</b>	
	SANTA CLARA	<b>STATUS:</b>	NOT REPORTED
<b>CONTACT:</b>		<b>PHONE:</b>	
<b>SOURCE:</b>	US DEA		

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NATIONAL CLANDESTINE LABORATORY REGISTER INFORMATION FOR THE STATE OF CALIFORNIA:  
Seizure Date: 9/21/2004

***Environmental FirstSearch  
Site Detail Report***

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

RCRAGN

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<b>SEARCH ID:</b> 4	<b>DIST/DIR:</b> 0.19 NW	<b>ELEVATION:</b> 173	<b>MAP ID:</b> 7
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<b>NAME:</b> PACIFIC BELL	<b>REV:</b> 7/8/03
<b>ADDRESS:</b> 1050 BRANHAM LN	<b>ID1:</b> CAT080024730
SAN JOSE CA 95123	<b>ID2:</b>
SANTA CLARA	<b>STATUS:</b> TR
<b>CONTACT:</b> ENVIRONMENTAL MANAGER	<b>PHONE:</b> 4084916029
<b>SOURCE:</b> EPA	

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DETAILS NOT AVAILABLE

***Environmental FirstSearch  
Site Detail Report***

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

RCRAGN

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**SEARCH ID:** 2      **DIST/DIR:** 0.22 NW      **ELEVATION:** 173      **MAP ID:** 8

---

**NAME:** GARMAN R L TRUCKING  
**ADDRESS:** 1035 BRANHAM LN  
SAN JOSE CA 95136  
SANTA CLARA

**REV:** 3/10/11  
**ID1:** CAT080033970  
**ID2:**  
**STATUS:** TRANSPORTER  
**PHONE:**

**CONTACT:**  
**SOURCE:** EPA

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SITE INFORMATION

CONTACT INFORMATION: ENVIRONMENTAL MANAGER  
1035 BRANHAM LN  
SAN JOSE CA 95136

PHONE: 4082671344

UNIVERSE INFORMATION:

NAIC INFORMATION

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

STATE

**SEARCH ID:** 7      **DIST/DIR:** 0.24 NW      **ELEVATION:** 174      **MAP ID:** 9

**NAME:** BROADWAY CONTINUATION HIGH SCHOOL      **REV:** 07/18/05  
**ADDRESS:** 4825 SPEAK LN      **ID1:** CAL43820008  
SAN JOSE CA 95118      **ID2:**  
SANTA CLARA      **STATUS:** NO ACTION - FOR CALMORTGAGE  
**CONTACT:**      **PHONE:**  
**SOURCE:** CA EPA

OTHER SITE NAMES (blank below = not reported by agency)  
BROADWAY CONTINUATION HIGH SCHOOL

SAN JOSE USD

GENERAL SITE INFORMATION

File Name (if different than site name): BROADWAY CONTINUATION HIGH SCHOOL

Status: NO ACTION - FOR CALMORTGAGE ONLY

AWP Site Type: SCHOOL SITE PROPERTY

NPL Site:

Fund:

Status Date: 10062000

Lead: DEPT OF TOXIC SUBSTANCES CONTROL

Staff: SKARINEN

DTSC Region & RWQCB #: BERKELEY

Branch: SCHOOL EVALUATION

RWQCB:

Site Access:

Groundwater Contamination:

Number of Sources Contributing to Contamination at the Site: 0

OTHER AGENCY ID NUMBERS (blank below = not reported by agency)  
ID SOURCE NAME, & VALUE: CALSTARS CODE 204050-11

BACKGROUND INFORMATION (blank below = not reported by agency)

The subject property is located in the NE corner of the existing John Muir Middle School Site, since 1959. Currently the Broadway Continuation High School campus and Young Families Program (Daycare) consisting of twelve modular buildings constructed in April 2000 and two portable steel storage containers. Historically prior to construction of John Muir Middle School the subject property was used for sports fields. Fruit orchard prior to 1959 was cleared and graded.

PROJECTED ACTIVITIES (blank below = not reported by agency)

Activity: PHASE 1 - CALMORTGAGE AND SCHOOL SITE PROPERTIES

Activity Status: NO ACTION - FOR CALMORTGAGE ONLY

Completion Due Date:

Revised Completion Due Date:

Date Activity Actually Completed: 10062000

Yards of Solids Removed: 0

Yards of Solids Treated: 0

Gallons of Liquid Removed: 0

Gallons of Liquid Treated: 0

DTSC COMMENTS REGARDING THIS SITE (blank below = not reported by agency)

Comments Date: 10062000

Comments: Phase 1 - Pursuant to an agreement between the Department of Toxic Substances Control (DTSC) and the California Department of Education, DTSC's Site Mitigation Program completed a review of a Phase 1 Environmental Assessment and has made a No Action determination for this Site.

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

SWL

**SEARCH ID:** 8      **DIST/DIR:** 0.33 SE      **ELEVATION:**      **MAP ID:** 10

**NAME:** HAROLD LIGHTFOOT TIRE PILE  
**ADDRESS:** 970 BLOSSOM HILL  
SAN JOSE CA  
SANTA CLARA

**REV:** 01/12/98  
**ID1:** SWIS43-TI-0219  
**ID2:**  
**STATUS:** TO BE DETERMINED  
**PHONE:**

**CONTACT:**  
**SOURCE:**

Activity: Waste Tire Location  
Accepted Waste:  
Operational Status: To Be Determined  
Regulatory Status: To Be Determined  
Closure Date:  
Closure Type:  
Permitted Throughput with Units: 0  
Permitted Capacity with Units: 0  
Remaining Capacity with Units (landfills only):  
Permitted Total Acreage: 0  
Permitted Disposal Acreage:  
Last Tire Inspection Count: 0  
Last Tire Inspection Count Date:  
Original Tire Inspection Count: 0  
Last Tire Inspection Count Date:  
Inspection Frequency: None

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 22      **DIST/DIR:** 0.34 NE      **ELEVATION:** 178      **MAP ID:** 11

<b>NAME:</b>	CILKER ORCHARDS	<b>REV:</b>	07/11/02
<b>ADDRESS:</b>	5255 PEARL AVE	<b>ID1:</b>	43-0354
	SAN JOSE CA 95136	<b>ID2:</b>	
	SANTA CLARA	<b>STATUS:</b>	CASE CLOSED
<b>CONTACT:</b>		<b>PHONE:</b>	
<b>SOURCE:</b>	CA SWRCB		

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: REGIONAL BOARD  
REGIONAL BOARD: SAN FRANCISCO BAY REGION  
LOCAL CASE NUMBER: 08S1E09B01  
RESPONSIBLE PARTY: BLANK RP  
ADDRESS OF RESPONSIBLE PARTY:  
SITE OPERATOR:  
WATER SYSTEM:

CASE NUMBER: 43-0354  
CASE TYPE: SOIL ONLY  
SUBSTANCE LEAKED: GASOLINE  
SUBSTANCE QUANTITY:  
LEAK CAUSE: STRUCTURE FAILURE  
LEAK SOURCE: TANK  
HOW LEAK WAS DISCOVERED: TANK CLOSURE  
DATE DISCOVERED (blank if not reported): 11/2/88  
HOW LEAK WAS STOPPED: CLOSE TANK  
STOP DATE (blank if not reported): 11/2/88  
STATUS: CASE CLOSED

ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): EXCAVATE AND DISPOSE- REMOVE  
CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE  
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):  
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): 11/21/88  
REVIEW DATE (blank if not reported): 3/26/92  
DATE OF LEAK CONFIRMATION (blank if not reported):  
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):  
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):  
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):  
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):  
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):  
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):  
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): 10/17/90  
REPORT DATE (blank if not reported): 10/19/88

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
MTBE DATE(Date of historical maximum MTBE concentration):  
MTBE GROUNDWATER CONCENTRATION:  
MTBE SOIL CONCENTRATION:  
MTBE CNTS: 0  
MTBE FUEL: 1  
MTBE TESTED: SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED  
MTBE CLASS: \*

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 23      **DIST/DIR:** 0.34 NE      **ELEVATION:** 178      **MAP ID:** 11

<b>NAME:</b>	CILKER ORCHARDS #2	<b>REV:</b>	03/30/11
<b>ADDRESS:</b>	5255 PEARL AVE	<b>ID1:</b>	T0608500410
	SAN JOSE CA 95136	<b>ID2:</b>	
	SANTA CLARA	<b>STATUS:</b>	COMPLETED - CASE CLOSED
<b>CONTACT:</b>		<b>PHONE:</b>	
<b>SOURCE:</b>	CA SWRCB		

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: SANTA CLARA COUNTY LOP  
REGIONAL BOARD CASE NUMBER:  
LOCAL AGENCY: SANTA CLARA COUNTY LOP  
LOCAL CASE NUMBER:

CASE TYPE: LUST Cleanup Site  
POTENTIAL CONTAMINANTS OF CONCERN: Gasoline  
POTENTIAL MEDIA AFFECTED: Soil  
STATUS: Completed - Case Closed  
STATUS DATE: 1990-10-17 00:00:00  
SITE HISTORY (blank if not reported):

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 1990-09-25 00:00:00  
ACTION (blank if not reported): Notice of Responsibility - #39350

ACTION TYPE (blank if not reported): Other  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Leak Reported

ACTION TYPE (blank if not reported): REMEDIATION  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Excavate and Dispose

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 26      **DIST/DIR:** 0.38 SW      **ELEVATION:** 186      **MAP ID:** 12

**NAME:** MOBIL (BP 11228) (FORMER)      **REV:** 03/30/11  
**ADDRESS:** 1099 BLOSSOM HILL      **ID1:** T0608500942  
SAN JOSE CA 95118      **ID2:**  
SANTA CLARA      **STATUS:** COMPLETED - CASE CLOSED  
**CONTACT:**      **PHONE:**  
**SOURCE:** CA SWRCB

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: SANTA CLARA COUNTY LOP  
REGIONAL BOARD CASE NUMBER: 43-0937  
LOCAL AGENCY: SANTA CLARA COUNTY LOP  
LOCAL CASE NUMBER: 08S1E09M01F

CASE TYPE: LUST Cleanup Site  
POTENTIAL CONTAMINANTS OF CONCERN: Gasoline  
POTENTIAL MEDIA AFFECTED: Aquifer used for drinking water supply  
STATUS: Completed - Case Closed  
STATUS DATE: 2009-05-19 00:00:00  
SITE HISTORY (blank if not reported):

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 1990-10-09 00:00:00  
ACTION (blank if not reported): Notice of Responsibility - #39353

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 1999-08-16 00:00:00  
ACTION (blank if not reported): Staff Letter - #20476

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2000-10-05 00:00:00  
ACTION (blank if not reported): Staff Letter - #20496

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2000-02-01 00:00:00  
ACTION (blank if not reported): Staff Letter - #20483

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 1999-11-28 00:00:00  
ACTION (blank if not reported): Staff Letter - #20480

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2001-03-12 00:00:00  
ACTION (blank if not reported): Warning Letter - #20498

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2001-03-12 00:00:00  
ACTION (blank if not reported): Staff Letter - #20492

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 1999-09-25 00:00:00  
ACTION (blank if not reported): Staff Letter - #20474

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2007-01-03 00:00:00  
ACTION (blank if not reported): Closure/No Further Action Letter - #7031

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 1999-03-03 00:00:00  
ACTION (blank if not reported): Staff Letter - #20630

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 1999-11-08 00:00:00  
ACTION (blank if not reported): Staff Letter - #20472

- Continued on next page -

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 26      **DIST/DIR:** 0.38 SW      **ELEVATION:** 186      **MAP ID:** 12

<b>NAME:</b>	MOBIL (BP 11228) (FORMER)	<b>REV:</b>	03/30/11
<b>ADDRESS:</b>	1099 BLOSSOM HILL	<b>ID1:</b>	T0608500942
	SAN JOSE CA 95118	<b>ID2:</b>	
	SANTA CLARA	<b>STATUS:</b>	COMPLETED - CASE CLOSED
<b>CONTACT:</b>		<b>PHONE:</b>	
<b>SOURCE:</b>	CA SWRCB		

DATE (blank if not reported): 2001-12-06 00:00:00  
ACTION (blank if not reported): Staff Letter - #20515

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2001-08-15 00:00:00  
ACTION (blank if not reported): \* Historical Enforcement - #39356

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2008-09-03 00:00:00  
ACTION (blank if not reported): Staff Letter - #80390

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2008-02-21 00:00:00  
ACTION (blank if not reported): Staff Letter - #80122

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2007-12-13 00:00:00  
ACTION (blank if not reported): Notice of Responsibility - #703121

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2002-10-22 00:00:00  
ACTION (blank if not reported): Court Injunction - #41331

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2001-05-31 00:00:00  
ACTION (blank if not reported): Staff Letter - #20501

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2006-01-25 00:00:00  
ACTION (blank if not reported): \* No Action

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2002-09-24 00:00:00  
ACTION (blank if not reported): Notice of Violation - #39354

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2001-12-05 00:00:00  
ACTION (blank if not reported): Clean-up and Abatement Order - #39355

ACTION TYPE (blank if not reported): Other  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Leak Reported

ACTION TYPE (blank if not reported): Other  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Leak Discovery

ACTION TYPE (blank if not reported): REMEDIATION  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Pump and Treat Groundwater

ACTION TYPE (blank if not reported): REMEDIATION  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Excavate and Dispose

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2008-04-17 00:00:00  
ACTION (blank if not reported): Preliminary Site Assessment Workplan

- Continued on next page -

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 26      **DIST/DIR:** 0.38 SW      **ELEVATION:** 186      **MAP ID:** 12

**NAME:** MOBIL (BP 11228) (FORMER)      **REV:** 03/30/11  
**ADDRESS:** 1099 BLOSSOM HILL      **ID1:** T0608500942  
SAN JOSE CA 95118      **ID2:**  
SANTA CLARA      **STATUS:** COMPLETED - CASE CLOSED  
**CONTACT:**      **PHONE:**  
**SOURCE:** CA SWRCB

ACTION (blank if not reported): Other Report / Document

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2002-08-15 00:00:00  
ACTION (blank if not reported): Other Report / Document

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2002-04-15 00:00:00  
ACTION (blank if not reported): Other Report / Document

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2003-06-15 00:00:00  
ACTION (blank if not reported): Remedial Progress Report

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2002-03-29 00:00:00  
ACTION (blank if not reported): Corrective Action Plan / Remedial Action Plan

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2000-01-31 00:00:00  
ACTION (blank if not reported): Monitoring Report - Quarterly

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2001-08-15 00:00:00  
ACTION (blank if not reported): Other Report / Document

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2001-07-15 00:00:00  
ACTION (blank if not reported): Other Report / Document

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2008-09-02 00:00:00  
ACTION (blank if not reported): Preliminary Site Assessment Report

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2003-10-15 00:00:00  
ACTION (blank if not reported): Remedial Progress Report

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2000-05-01 00:00:00  
ACTION (blank if not reported): Soil and Water Investigation Report

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 1999-10-31 00:00:00  
ACTION (blank if not reported): Monitoring Report - Quarterly

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2000-12-15 00:00:00  
ACTION (blank if not reported): Remedial Progress Report

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2003-08-15 00:00:00  
ACTION (blank if not reported): Remedial Progress Report

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 1999-06-01 00:00:00  
ACTION (blank if not reported): Soil and Water Investigation Report

ACTION TYPE (blank if not reported): RESPONSE

- Continued on next page -

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 26      **DIST/DIR:** 0.38 SW      **ELEVATION:** 186      **MAP ID:** 12

**NAME:** MOBIL (BP 11228) (FORMER)  
**ADDRESS:** 1099 BLOSSOM HILL  
SAN JOSE CA 95118  
SANTA CLARA

**REV:** 03/30/11  
**ID1:** T0608500942  
**ID2:**  
**STATUS:** COMPLETED - CASE CLOSED  
**PHONE:**

**CONTACT:**  
**SOURCE:** CA SWRCB

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2003-09-15 00:00:00  
ACTION (blank if not reported): Remedial Progress Report

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2002-06-15 00:00:00  
ACTION (blank if not reported): Other Report / Document

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2001-09-15 00:00:00  
ACTION (blank if not reported): Other Report / Document

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2003-07-15 00:00:00  
ACTION (blank if not reported): Remedial Progress Report

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 1999-10-31 00:00:00  
ACTION (blank if not reported): Monitoring Report - Quarterly

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 19      **DIST/DIR:** 0.38 SW      **ELEVATION:** 186      **MAP ID:** 13

**NAME:** BUBBLE MACHINE CAR WASH      **REV:** 07/11/02  
**ADDRESS:** 1045 BLOSSOM HILL RD      **ID1:** 43-0207  
SAN JOSE CA 95123      **ID2:**  
SANTA CLARA      **STATUS:** CASE CLOSED  
**CONTACT:**      **PHONE:**  
**SOURCE:** CA SWRCB

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: LOCAL AGENCY  
REGIONAL BOARD: SAN FRANCISCO BAY REGION  
LOCAL CASE NUMBER: 06J  
RESPONSIBLE PARTY: BLANK RP  
ADDRESS OF RESPONSIBLE PARTY:  
SITE OPERATOR:  
WATER SYSTEM:

CASE NUMBER: 43-0207  
CASE TYPE: UNDEFINED  
SUBSTANCE LEAKED: GASOLINE  
SUBSTANCE QUANTITY:  
LEAK CAUSE: STRUCTURE FAILURE  
LEAK SOURCE: TANK  
HOW LEAK WAS DISCOVERED: TANK CLOSURE  
DATE DISCOVERED (blank if not reported): 6/10/91  
HOW LEAK WAS STOPPED: CLOSE TANK  
STOP DATE (blank if not reported): 6/10/91  
STATUS: CASE CLOSED

ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): EXCAVATE AND DISPOSE- REMOVE  
CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE  
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):  
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): 5/15/92  
REVIEW DATE (blank if not reported): 5/6/92  
DATE OF LEAK CONFIRMATION (blank if not reported):  
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):  
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): 4/10/91  
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):  
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):  
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):  
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):  
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): 5/6/92  
REPORT DATE (blank if not reported): 6/10/91

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
MTBE DATE(Date of historical maximum MTBE concentration):  
MTBE GROUNDWATER CONCENTRATION:  
MTBE SOIL CONCENTRATION:  
MTBE CNTS: 0  
MTBE FUEL: 1  
MTBE TESTED: SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED  
MTBE CLASS: \*

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 20      **DIST/DIR:** 0.38 SW      **ELEVATION:** 186      **MAP ID:** 13

<b>NAME:</b>	BUBBLE MACHINE CAR WASH	<b>REV:</b>	03/30/11
<b>ADDRESS:</b>	1045 BLOSSOM HILL RD	<b>ID1:</b>	T0608501743
	SAN JOSE CA 95123	<b>ID2:</b>	
	SANTA CLARA	<b>STATUS:</b>	COMPLETED - CASE CLOSED
<b>CONTACT:</b>		<b>PHONE:</b>	
<b>SOURCE:</b>	CA SWRCB		

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: SANTA CLARA COUNTY LOP  
REGIONAL BOARD CASE NUMBER:  
LOCAL AGENCY: SANTA CLARA COUNTY LOP  
LOCAL CASE NUMBER:

CASE TYPE: LUST Cleanup Site  
POTENTIAL CONTAMINANTS OF CONCERN: Gasoline  
POTENTIAL MEDIA AFFECTED: Soil  
STATUS: Completed - Case Closed  
STATUS DATE: 1992-05-06 00:00:00  
SITE HISTORY (blank if not reported):

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 1992-03-16 00:00:00  
ACTION (blank if not reported): Notice of Responsibility - #39357

ACTION TYPE (blank if not reported): Other  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Leak Reported

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 21      **DIST/DIR:** 0.38 SW      **ELEVATION:** 186      **MAP ID:** 13

**NAME:** BUBBLE MACHINE CARWASH      **REV:** 03/30/11  
**ADDRESS:** 1045 BLOSSOM HILL      **ID1:** T0608553816  
SAN JOSE CA 95118      **ID2:**  
SANTA CLARA      **STATUS:** COMPLETED - CASE CLOSED  
**CONTACT:**      **PHONE:**  
**SOURCE:** CA SWRCB

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: SANTA CLARA COUNTY LOP  
REGIONAL BOARD CASE NUMBER:  
LOCAL AGENCY: SANTA CLARA COUNTY LOP  
LOCAL CASE NUMBER: 08S1E09M04F

CASE TYPE: LUST Cleanup Site  
POTENTIAL CONTAMINANTS OF CONCERN: Gasoline  
POTENTIAL MEDIA AFFECTED: Aquifer used for drinking water supply  
STATUS: Completed - Case Closed  
STATUS DATE: 2009-03-26 00:00:00  
SITE HISTORY (blank if not reported):

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2003-10-01 00:00:00  
ACTION (blank if not reported): Staff Letter - #42296

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2008-03-13 00:00:00  
ACTION (blank if not reported): Staff Letter - #80313

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2009-03-26 00:00:00  
ACTION (blank if not reported): Closure/No Further Action Letter

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2002-11-04 00:00:00  
ACTION (blank if not reported): Staff Letter - #38911

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2004-10-06 00:00:00  
ACTION (blank if not reported): Staff Letter - #44870

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2004-11-22 00:00:00  
ACTION (blank if not reported): Staff Letter - #45997

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2002-08-07 00:00:00  
ACTION (blank if not reported): Staff Letter - #38394

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2005-11-17 00:00:00  
ACTION (blank if not reported): Staff Letter - #507111

ACTION TYPE (blank if not reported): Other  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Leak Reported

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2003-12-31 00:00:00  
ACTION (blank if not reported): Monitoring Report - Quarterly

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2005-02-25 00:00:00  
ACTION (blank if not reported): Soil and Water Investigation Report

- Continued on next page -

***Environmental FirstSearch  
Site Detail Report***

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

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<b>SEARCH ID:</b> 21	<b>DIST/DIR:</b> 0.38 SW	<b>ELEVATION:</b> 186	<b>MAP ID:</b> 13
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<b>NAME:</b> BUBBLE MACHINE CARWASH <b>ADDRESS:</b> 1045 BLOSSOM HILL SAN JOSE CA 95118 SANTA CLARA <b>CONTACT:</b> <b>SOURCE:</b> CA SWRCB	<b>REV:</b> 03/30/11 <b>ID1:</b> T0608553816 <b>ID2:</b> <b>STATUS:</b> COMPLETED - CASE CLOSED <b>PHONE:</b>
--	---

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DATE (blank if not reported): 2006-09-15 00:00:00  
ACTION (blank if not reported): Request for Closure

***Environmental FirstSearch  
Site Detail Report***

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

NFRAP

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**SEARCH ID:** 1      **DIST/DIR:** 0.39 SE      **ELEVATION:** 182      **MAP ID:** 14

---

**NAME:** KAISER DEV CO - BLOSSOM HILL ROAD SITE  
**ADDRESS:** BLOSSOM HILL RD&BLOSSOM RVR DR  
SAN JOSE CA 95118  
SANTA CLARA

**REV:** 3/31/11  
**ID1:** CAD981677164  
**ID2:** 0902500  
**STATUS:** NFRAP-N  
**PHONE:**

**CONTACT:**  
**SOURCE:** EPA

---

DESCRIPTION:

ACTION/QUALITY AGENCY/RPS START/RAA END  
ARCHIVE SITE EPA In-House 6/1/1988

DISCOVERY EPA Fund-Financed 10/1/1986

PRELIMINARY ASSESSMENT EPA Fund-Financed 2/1/1987  
LOW PRIORITY FOR FURTHER ASSESSMENT

PRELIMINARY ASSESSMENT State, Fund Financed 6/1/1988  
NFRAP: NO FURTHER REMEDIAL ACTION PLANNED

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 32      **DIST/DIR:** 0.39 SE      **ELEVATION:** 185      **MAP ID:** 15

<b>NAME:</b>	STANDARD BRANDS PAINT	<b>REV:</b>	07/11/02
<b>ADDRESS:</b>	1020 BLOSSOM HILL RD	<b>ID1:</b>	43-1816
	SAN JOSE CA 95123	<b>ID2:</b>	
	SANTA CLARA	<b>STATUS:</b>	CASE CLOSED
<b>CONTACT:</b>		<b>PHONE:</b>	
<b>SOURCE:</b>	CA SWRCB		

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: REGIONAL BOARD  
REGIONAL BOARD: SAN FRANCISCO BAY REGION  
LOCAL CASE NUMBER: 08S1E09M02  
RESPONSIBLE PARTY: BLANK RP  
ADDRESS OF RESPONSIBLE PARTY:  
SITE OPERATOR:  
WATER SYSTEM:

CASE NUMBER: 43-1816  
CASE TYPE: UNDEFINED  
SUBSTANCE LEAKED: MISCELLANEOUS MOTOR VEHICLE FUELS  
SUBSTANCE QUANTITY:  
LEAK CAUSE: UNKNOWN  
LEAK SOURCE: UNKNOWN  
HOW LEAK WAS DISCOVERED: TANK CLOSURE  
DATE DISCOVERED (blank if not reported): 11/1/93  
HOW LEAK WAS STOPPED: CLOSE TANK  
STOP DATE (blank if not reported): 11/1/93  
STATUS: CASE CLOSED  
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): NO ACTION TAKEN- NO ACTION HAS YET BEEN TAKEN AT THE SITE  
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):  
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): 1/3/94  
REVIEW DATE (blank if not reported): 1/3/94  
DATE OF LEAK CONFIRMATION (blank if not reported):  
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):  
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):  
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):  
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):  
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):  
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):  
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): 7/14/94  
REPORT DATE (blank if not reported): 10/1/93

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
MTBE DATE(Date of historical maximum MTBE concentration):  
MTBE GROUNDWATER CONCENTRATION:  
MTBE SOIL CONCENTRATION:  
MTBE CNTS: 0  
MTBE FUEL: 0  
MTBE TESTED: NOT REQUIRED TO BE TESTED  
MTBE CLASS: \*

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 34      **DIST/DIR:** 0.40 NE      **ELEVATION:** 170      **MAP ID:** 16

**NAME:** UNOCAL      **REV:** 07/11/02  
**ADDRESS:** 858 BRANHAM LN      **ID1:** 43-1579  
SAN JOSE CA 95136      **ID2:**  
SANTA CLARA      **STATUS:** CASE CLOSED  
**CONTACT:**      **PHONE:**  
**SOURCE:** CA SWRCB

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: LOCAL AGENCY  
REGIONAL BOARD: SAN FRANCISCO BAY REGION  
LOCAL CASE NUMBER: 08S1E04K01  
RESPONSIBLE PARTY: BLANK RP  
ADDRESS OF RESPONSIBLE PARTY:  
SITE OPERATOR:  
WATER SYSTEM:

CASE NUMBER: 43-1579  
CASE TYPE: AQUIFER AFFECTED  
SUBSTANCE LEAKED: GASOLINE  
SUBSTANCE QUANTITY:  
LEAK CAUSE: STRUCTURE FAILURE  
LEAK SOURCE: TANK  
HOW LEAK WAS DISCOVERED: TANK CLOSURE  
DATE DISCOVERED (blank if not reported): 5/29/90  
HOW LEAK WAS STOPPED: CLOSE TANK  
STOP DATE (blank if not reported): 5/29/90  
STATUS: CASE CLOSED

ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): EXCAVATE AND DISPOSE- REMOVE  
CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE  
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):  
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): 6/2/90  
REVIEW DATE (blank if not reported): 7/17/96  
DATE OF LEAK CONFIRMATION (blank if not reported):  
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): 4/17/90  
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): 9/12/90  
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):  
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):  
DATE REMEDIAL ACTION UNDERWAY (blank if not reported): 10/10/91  
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):  
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): 7/9/96  
REPORT DATE (blank if not reported): 2/27/90

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
MTBE DATE(Date of historical maximum MTBE concentration):  
MTBE GROUNDWATER CONCENTRATION:  
MTBE SOIL CONCENTRATION:  
MTBE CNTS: 0  
MTBE FUEL: 1  
MTBE TESTED: SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED  
MTBE CLASS: \*

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 35      **DIST/DIR:** 0.40 NE      **ELEVATION:** 170      **MAP ID:** 16

<b>NAME:</b>	UNOCAL #6464	<b>REV:</b>	03/30/11
<b>ADDRESS:</b>	858 BRANHAM LN	<b>ID1:</b>	T0608501539
	SAN JOSE CA 95136	<b>ID2:</b>	
	SANTA CLARA	<b>STATUS:</b>	COMPLETED - CASE CLOSED
<b>CONTACT:</b>		<b>PHONE:</b>	
<b>SOURCE:</b>	CA SWRCB		

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: SANTA CLARA COUNTY LOP  
REGIONAL BOARD CASE NUMBER:  
LOCAL AGENCY: SANTA CLARA COUNTY LOP  
LOCAL CASE NUMBER:

CASE TYPE: LUST Cleanup Site  
POTENTIAL CONTAMINANTS OF CONCERN: Gasoline  
POTENTIAL MEDIA AFFECTED: Aquifer used for drinking water supply  
STATUS: Completed - Case Closed  
STATUS DATE: 1996-07-09 00:00:00  
SITE HISTORY (blank if not reported):

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 1990-06-01 00:00:00  
ACTION (blank if not reported): Notice of Responsibility - #39435

ACTION TYPE (blank if not reported): Other  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Leak Reported

ACTION TYPE (blank if not reported): REMEDIATION  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Excavate and Dispose

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 27      **DIST/DIR:** 0.42 SE      **ELEVATION:** 183      **MAP ID:** 17

<b>NAME:</b>	PARNELLI JONES TIRE	<b>REV:</b>	07/11/02
<b>ADDRESS:</b>	995 BLOSSOM HILL RD	<b>ID1:</b>	43-2218
	SAN JOSE CA 95123	<b>ID2:</b>	
	SANTA CLARA	<b>STATUS:</b>	CASE CLOSED
<b>CONTACT:</b>		<b>PHONE:</b>	
<b>SOURCE:</b>	CA SWRCB		

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: LOCAL AGENCY  
REGIONAL BOARD: SAN FRANCISCO BAY REGION  
LOCAL CASE NUMBER: 08S1E09L02  
RESPONSIBLE PARTY: BLANK RP  
ADDRESS OF RESPONSIBLE PARTY:  
SITE OPERATOR:  
WATER SYSTEM:

CASE NUMBER: 43-2218  
CASE TYPE: SOIL ONLY  
SUBSTANCE LEAKED: DIESEL  
SUBSTANCE QUANTITY:  
LEAK CAUSE: CORROSION  
LEAK SOURCE: TANK  
HOW LEAK WAS DISCOVERED: TANK CLOSURE  
DATE DISCOVERED (blank if not reported): 1/5/98  
HOW LEAK WAS STOPPED: CLOSE TANK  
STOP DATE (blank if not reported): 1/1/98  
STATUS: CASE CLOSED  
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):  
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):  
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): 4/10/98  
REVIEW DATE (blank if not reported): 2/26/99  
DATE OF LEAK CONFIRMATION (blank if not reported): 4/10/98  
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):  
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):  
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):  
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):  
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):  
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):  
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): 4/10/98  
REPORT DATE (blank if not reported): 1/5/98

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
MTBE DATE(Date of historical maximum MTBE concentration):  
MTBE GROUNDWATER CONCENTRATION:  
MTBE SOIL CONCENTRATION:  
MTBE CNTS: 0  
MTBE FUEL: 0  
MTBE TESTED: NOT REQUIRED TO BE TESTED  
MTBE CLASS: \*

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 28      **DIST/DIR:** 0.42 SE      **ELEVATION:** 183      **MAP ID:** 17

<b>NAME:</b>	PARNELLI JONES TIRE	<b>REV:</b>	03/30/11
<b>ADDRESS:</b>	995 BLOSSOM HILL RD	<b>ID1:</b>	T0608502036
	SAN JOSE CA 95123	<b>ID2:</b>	
	SANTA CLARA	<b>STATUS:</b>	COMPLETED - CASE CLOSED
<b>CONTACT:</b>		<b>PHONE:</b>	
<b>SOURCE:</b>	CA SWRCB		

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: SANTA CLARA COUNTY LOP  
REGIONAL BOARD CASE NUMBER:  
LOCAL AGENCY: SANTA CLARA COUNTY LOP  
LOCAL CASE NUMBER:

CASE TYPE: LUST Cleanup Site  
POTENTIAL CONTAMINANTS OF CONCERN: Waste Oil / Motor / Hydraulic / Lubricating  
POTENTIAL MEDIA AFFECTED: Soil  
STATUS: Completed - Case Closed  
STATUS DATE: 1998-03-18 00:00:00  
SITE HISTORY (blank if not reported):

ACTION TYPE (blank if not reported): Other  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Leak Reported

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 14      **DIST/DIR:** 0.45 NE      **ELEVATION:** 170      **MAP ID:** 18

<b>NAME:</b>	ARCO # 06223	<b>REV:</b>	07/11/02
<b>ADDRESS:</b>	4610 PEARL AVE SAN JOSE CA 95136 SANTA CLARA	<b>ID1:</b>	43-0111
<b>CONTACT:</b>		<b>ID2:</b>	
<b>SOURCE:</b>	CA SWRCB	<b>STATUS:</b>	CASE CLOSED
		<b>PHONE:</b>	

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: LOCAL AGENCY  
REGIONAL BOARD: SAN FRANCISCO BAY REGION  
LOCAL CASE NUMBER: 08S1E04K02  
RESPONSIBLE PARTY: BLANK RP  
ADDRESS OF RESPONSIBLE PARTY:  
SITE OPERATOR:  
WATER SYSTEM:

CASE NUMBER: 43-0111  
CASE TYPE: SOIL ONLY  
SUBSTANCE LEAKED: GASOLINE  
SUBSTANCE QUANTITY:  
LEAK CAUSE: STRUCTURE FAILURE  
LEAK SOURCE: TANK  
HOW LEAK WAS DISCOVERED: TANK CLOSURE  
DATE DISCOVERED (blank if not reported): 11/2/90  
HOW LEAK WAS STOPPED: CLOSE TANK  
STOP DATE (blank if not reported): 11/2/90  
STATUS: CASE CLOSED  
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): NO ACTION TAKEN- NO ACTION HAS YET BEEN TAKEN AT THE SITE  
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):  
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): 4/18/91  
REVIEW DATE (blank if not reported): 7/9/92  
DATE OF LEAK CONFIRMATION (blank if not reported):  
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):  
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):  
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):  
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):  
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):  
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):  
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): 12/6/95  
REPORT DATE (blank if not reported): 11/2/90

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
MTBE DATE (Date of historical maximum MTBE concentration):  
MTBE GROUNDWATER CONCENTRATION:  
MTBE SOIL CONCENTRATION:  
MTBE CNTS: 0  
MTBE FUEL: 1  
MTBE TESTED: SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED  
MTBE CLASS: \*

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 17      **DIST/DIR:** 0.45 NE      **ELEVATION:** 170      **MAP ID:** 18

**NAME:** ARCO #6223      **REV:** 03/30/11  
**ADDRESS:** 4610 PEARL AVE      **ID1:** T0608565900  
SAN JOSE CA 95136      **ID2:**  
SANTA CLARA      **STATUS:** COMPLETED - CASE CLOSED  
**CONTACT:**      **PHONE:**  
**SOURCE:** CA SWRCB

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: SANTA CLARA COUNTY LOP  
REGIONAL BOARD CASE NUMBER:  
LOCAL AGENCY: SANTA CLARA COUNTY LOP  
LOCAL CASE NUMBER:

CASE TYPE: LUST Cleanup Site  
POTENTIAL CONTAMINANTS OF CONCERN: Gasoline  
POTENTIAL MEDIA AFFECTED: Aquifer used for drinking water supply  
STATUS: Completed - Case Closed  
STATUS DATE: 2004-08-04 00:00:00  
SITE HISTORY (blank if not reported):

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2001-06-14 00:00:00  
ACTION (blank if not reported): Notice of Responsibility - #39437

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2000-10-31 00:00:00  
ACTION (blank if not reported): Staff Letter - #20763

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2001-06-14 00:00:00  
ACTION (blank if not reported): Staff Letter - #20765

ACTION TYPE (blank if not reported): Other  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Leak Reported

ACTION TYPE (blank if not reported): REMEDIATION  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Excavate and Dispose

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2001-08-31 00:00:00  
ACTION (blank if not reported): Preliminary Site Assessment Report

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2000-12-15 00:00:00  
ACTION (blank if not reported): Soil and Water Investigation Workplan

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 18      **DIST/DIR:** 0.45 NE      **ELEVATION:** 170      **MAP ID:** 18

<b>NAME:</b>	ARCO #6223	<b>REV:</b>	03/30/11
<b>ADDRESS:</b>	4610 PEARL AVE SAN JOSE CA 95136 SANTA CLARA	<b>ID1:</b>	T0608500179
<b>CONTACT:</b>		<b>ID2:</b>	
<b>SOURCE:</b>	CA SWRCB	<b>STATUS:</b>	COMPLETED - CASE CLOSED
		<b>PHONE:</b>	

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: SANTA CLARA COUNTY LOP  
REGIONAL BOARD CASE NUMBER:  
LOCAL AGENCY: SANTA CLARA COUNTY LOP  
LOCAL CASE NUMBER:

CASE TYPE: LUST Cleanup Site  
POTENTIAL CONTAMINANTS OF CONCERN: Gasoline  
POTENTIAL MEDIA AFFECTED: Soil  
STATUS: Completed - Case Closed  
STATUS DATE: 1995-12-06 00:00:00  
SITE HISTORY (blank if not reported):

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2002-01-11 00:00:00  
ACTION (blank if not reported): Staff Letter - #20959

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 1992-07-22 00:00:00  
ACTION (blank if not reported): Notice of Responsibility - #39436

ACTION TYPE (blank if not reported): Other  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Leak Reported

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2002-01-15 00:00:00  
ACTION (blank if not reported): Monitoring Report - Quarterly

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 31      **DIST/DIR:** 0.45 SW      **ELEVATION:** 188      **MAP ID:** 19

<b>NAME:</b>	SHELL	<b>REV:</b>	03/30/11
<b>ADDRESS:</b>	5607 ALMADEN EXPY SAN JOSE CA 95118 SANTA CLARA	<b>ID1:</b>	T0608502429
<b>CONTACT:</b>		<b>ID2:</b>	
<b>SOURCE:</b>	CA SWRCB	<b>STATUS:</b>	COMPLETED - CASE CLOSED
		<b>PHONE:</b>	

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE  
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: SANTA CLARA COUNTY LOP  
REGIONAL BOARD CASE NUMBER:  
LOCAL AGENCY: SANTA CLARA COUNTY LOP  
LOCAL CASE NUMBER:

CASE TYPE: LUST Cleanup Site  
POTENTIAL CONTAMINANTS OF CONCERN: Gasoline  
POTENTIAL MEDIA AFFECTED: Aquifer used for drinking water supply  
STATUS: Completed - Case Closed  
STATUS DATE: 2003-05-30 00:00:00  
SITE HISTORY (blank if not reported):

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 1999-10-25 00:00:00  
ACTION (blank if not reported): Staff Letter - #20522

ACTION TYPE (blank if not reported): Other  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Leak Reported

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2000-01-15 00:00:00  
ACTION (blank if not reported): Monitoring Report - Quarterly

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 33      **DIST/DIR:** 0.48 SE      **ELEVATION:** 186      **MAP ID:** 20

**NAME:** TOSCO - FACILITY #7186      **REV:** 07/11/02  
**ADDRESS:** 968 BLOSSOM HILL RD      **ID1:** 43-2130  
SAN JOSE CA 95123      **ID2:**  
SANTA CLARA      **STATUS:** PRELIM. SITE ASSES. WKPLN SUBM  
**CONTACT:**      **PHONE:**  
**SOURCE:** CA SWRCB

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: LOCAL AGENCY  
REGIONAL BOARD: SAN FRANCISCO BAY REGION  
LOCAL CASE NUMBER: 08S1E09K01  
RESPONSIBLE PARTY: BLANK RP  
ADDRESS OF RESPONSIBLE PARTY:  
SITE OPERATOR:  
WATER SYSTEM:

CASE NUMBER: 43-2130  
CASE TYPE: SOIL ONLY  
SUBSTANCE LEAKED: GASOLINE  
SUBSTANCE QUANTITY:  
LEAK CAUSE: UNKNOWN  
LEAK SOURCE: UNKNOWN  
HOW LEAK WAS DISCOVERED: TANK CLOSURE  
DATE DISCOVERED (blank if not reported): 9/12/97  
HOW LEAK WAS STOPPED: CLOSE TANK  
STOP DATE (blank if not reported): 9/12/97  
STATUS: PRELIM. SITE ASSES. WKPLN SUBMITTED  
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):  
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):  
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): 9/16/97  
REVIEW DATE (blank if not reported): 6/25/96  
DATE OF LEAK CONFIRMATION (blank if not reported): 6/25/96  
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): 1/2/65  
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):  
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):  
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):  
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):  
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):  
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):  
REPORT DATE (blank if not reported): 9/12/97

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):  
MTBE GROUNDWATER CONCENTRATION:  
MTBE SOIL CONCENTRATION:  
MTBE CNTS: 0  
MTBE FUEL: 1  
MTBE TESTED: SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED  
MTBE CLASS: \*

# Environmental FirstSearch

## Site Detail Report

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

### LUST

**SEARCH ID:** 36      **DIST/DIR:** 0.48 SE      **ELEVATION:** 186      **MAP ID:** 20

<b>NAME:</b>	UNOCAL #7186	<b>REV:</b>	03/30/11
<b>ADDRESS:</b>	968 BLOSSOM HILL RD SAN JOSE CA 95123 SANTA CLARA	<b>ID1:</b>	T0608501956
<b>CONTACT:</b>		<b>ID2:</b>	
<b>SOURCE:</b>	CA SWRCB	<b>STATUS:</b>	COMPLETED - CASE CLOSED
		<b>PHONE:</b>	

**RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE**

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: SANTA CLARA COUNTY LOP  
REGIONAL BOARD CASE NUMBER: 21-084  
LOCAL AGENCY: SANTA CLARA COUNTY LOP  
LOCAL CASE NUMBER: 08S1E09K01f

CASE TYPE: LUST Cleanup Site  
POTENTIAL CONTAMINANTS OF CONCERN: Gasoline  
POTENTIAL MEDIA AFFECTED: Other Groundwater (uses other than drinking water)  
STATUS: Completed - Case Closed  
STATUS DATE: 2010-11-24 00:00:00

SITE HISTORY (blank if not reported): On December 4, 1995, product was discovered in the tank #3 sump during a routine tank tightness test. The station was shut down immediately and a Unocal maintenance contractor was dispatched to investigate the problem and make any necessary repairs. A total of approximately 79 gallons of fuel and 114 gallons of water were removed from the three tank sumps. Additional investigation including helium testing revealed a possible line leak in the tank: #3, 87 product line near the number 1 and 2 dispensers. Tank #3 and associated piping were removed from service. No leaks were detected in any of the other tank and line systems. The product piping was double contained, and it was noted that apparently the sumps have collected the fuel which was released. 1996 - Four 10,000-gallon gasoline underground storage tanks and the associated underground product piping were removed from the site in March 1996. Soil samples were collected from the underground storage tank and piping excavations. After completion of limited additional excavation activities to remove hydrocarbon-impacted soils in the area of the product dispenser islands, maximum residual concentrations of 2.3 parts per million (ppm) total purgeable petroleum hydrocarbons calculated as gasoline (TPPH-g), 0.005 ppm benzene, 0.012 ppm toluene, 0.066 ppm ethylbenzene, and 0.054 ppm xylenes were detected in soils remaining in place beneath the site. The majority of these maximum residual concentrations were detected in soil sample D-2T, collected from beneath the eastern end of the northernmost underground fuel storage tank. Soil samples collected during the underground fuel storage tank and piping replacement activities were not analyzed for the presence of fuel additives or oxygenates. 2001 - Three exploratory borings, designated GP-1 through GP-3, were drilled and sampled on May 15, 2001. These borings were drilled to depths of 28 to 32 feet below ground surface (bgs). Maximum concentrations of 30,200 parts per billion (ppb) TPPH-g, 210 ppb ethylbenzene, and 2,170 ppb xylenes were detected in the groundwater sample collected from boring GP-1. Other petroleum hydrocarbon analytes, including benzene and methyl tert-butyl ether (MTBE), were not detected in groundwater samples collected from borings GP-1 through GP-3. In a letter dated July 10, 2001, SCVWD stated that an area of significant residual contamination was detected in boring GP-1, described by: Soil exhibiting noticeable product odor from 17 below ground surface (bgs) and strong product odor from 19 feet bgs to the bottom of the boring at 28 feet bgs on the boring log. Increasing concentrations of Total Petroleum Hydrocarbons as Gasoline (TPHG) in soil without vertical definition. Therefore, in August 2001, five additional exploratory borings (GP 4 to GP 8) were installed to depths of 33 to 44 feet bgs. Soil and groundwater samples were collected from each boring. The soil sample collected from boring GP-8 at a depth of 29 to 30 feet bgs, contained a concentration of 180 ppm TPPH-g. The first-encountered groundwater sample from boring GP-8 contained 2,500 ppb TPPH-g, although the analytical laboratory reported an atypical chromatograph pattern for this quantification. The depth-discrete groundwater sample collected from boring GP-8 at the depth of 38 to 40 feet bgs also contained 0.78 ppb xylenes. Xylenes were also detected in the first-encountered groundwater sample collected from boring GP-7, at a concentration of 0.78 ppb. In the fuel leak site closure letter dated May 27, 2003, SCVWD mentioned that based upon the most recent soil and groundwater sampling results, petroleum hydrocarbon contamination currently exists in the soil and groundwater. However, the extent of dissolved contamination appears to be localized in the area adjacent to the former pit. 2007 - On September 4 and 5, 2007, five soil borings (B-1, B-2, B-3, B-4 and B-5) were advanced in the vicinity of the existing f

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2009-08-03 00:00:00  
ACTION (blank if not reported): Staff Letter

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2008-09-18 00:00:00  
ACTION (blank if not reported): Staff Letter

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2001-01-18 00:00:00  
ACTION (blank if not reported): Staff Letter - #20624

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2007-12-14 00:00:00  
ACTION (blank if not reported): Site Reopened Letter - #704121

ACTION TYPE (blank if not reported): ENFORCEMENT  
DATE (blank if not reported): 2010-11-24 00:00:00

- Continued on next page -

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

LUST

**SEARCH ID:** 36      **DIST/DIR:** 0.48 SE      **ELEVATION:** 186      **MAP ID:** 20

<b>NAME:</b> UNOCAL #7186	<b>REV:</b> 03/30/11
<b>ADDRESS:</b> 968 BLOSSOM HILL RD	<b>ID1:</b> T0608501956
SAN JOSE CA 95123	<b>ID2:</b>
SANTA CLARA	<b>STATUS:</b> COMPLETED - CASE CLOSED
<b>CONTACT:</b>	<b>PHONE:</b>
<b>SOURCE:</b> CA SWRCB	

DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Leak Discovery

ACTION TYPE (blank if not reported): REMEDIATION  
DATE (blank if not reported): 1950-01-01 00:00:00  
ACTION (blank if not reported): Excavate and Dispose

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2008-10-15 00:00:00  
ACTION (blank if not reported): Preliminary Site Assessment Report

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2009-04-30 00:00:00  
ACTION (blank if not reported): Monitoring Report - Quarterly

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2008-04-17 00:00:00  
ACTION (blank if not reported): Preliminary Site Assessment Workplan

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2009-10-30 00:00:00  
ACTION (blank if not reported): Monitoring Report - Quarterly

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2010-01-30 00:00:00  
ACTION (blank if not reported): Monitoring Report - Quarterly

ACTION TYPE (blank if not reported): RESPONSE  
DATE (blank if not reported): 2009-07-30 00:00:00  
ACTION (blank if not reported): Monitoring Report - Quarterly

**Environmental FirstSearch**  
**Site Detail Report**

**Target Property:** 14418-1 ALMADEN  
SAN JOSE CA 95118

**JOB:** SF\_296578R

TRIBALLAND

SEARCH ID:	DIST/DIR:	ELEVATION:	MAP ID:
<b>NAME:</b> BUREAU OF INDIAN AFFAIRS CONTACT INFORMATION	NON GC	<b>REV:</b> 01/15/08	
<b>ADDRESS:</b> UNKNOWN		<b>ID1:</b> BIA-95118	
CA 95118		<b>ID2:</b>	
SANTA CLARA		<b>STATUS:</b>	
<b>CONTACT:</b>		<b>PHONE:</b>	
<b>SOURCE:</b> BIA			

BUREAU OF INDIAN AFFAIRS CONTACT INFORMATION

OFFICE: Pacific Regional Office  
CONTACT: CLAY GREGORY,REGIONAL DIRECTOR

OFFICE ADDRESS: 2800 Cottage Way  
Sacramento CA 95825  
OFFICE PHONE: Phone: 916-978-6000  
OFFICE FAX: Fax: 916-978-6099

The Native American Consultation Database (NACD) is a tool for identifying consultation contacts for Indian tribes, Alaska Native villages and corporations, and Native Hawaiian organizations. The database is not a comprehensive source of information, but it does provide a starting point for the consultation process by identifying tribal leaders and NAGPRA contacts. This database can be accessed online at the following web address <http://home.nps.gov/nacd/>

## Environmental First Search Descriptions

**NPL: EPA NATIONAL PRIORITY LIST** - The National Priorities List is a list of the worst hazardous waste sites that have been identified by Superfund. Sites are only put on the list after they have been scored using the Hazard Ranking System (HRS), and have been subjected to public comment. Any site on the NPL is eligible for cleanup using Superfund Trust money. A Superfund site is any land in the United States that has been contaminated by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment.**FINAL** - Currently on the Final NPL**PROPOSED** - Proposed for NPL

**NPL DELISTED: EPA NATIONAL PRIORITY LIST Subset** - Database of delisted NPL sites. The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.**DELISTED** - Deleted from the Final NPL

**CERCLIS: EPA COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM (CERCLIS)**- CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL.**PART OF NPL**- Site is part of NPL site**DELETED** - Deleted from the Final NPL**FINAL** - Currently on the Final NPL**NOT PROPOSED** - Not on the NPL**NOT VALID** - Not Valid Site or Incident**PROPOSED** - Proposed for NPL**REMOVED** - Removed from Proposed NPL**SCAN PLAN** - Pre-proposal Site**WITHDRAWN** - Withdrawn

**NFRAP: EPA COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM ARCHIVED SITES** - database of Archive designated CERCLA sites that, to the best of EPA's knowledge, assessment has been completed and has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.**NFRAP** – No Further Remedial Action Plan**P** - Site is part of NPL site**D** - Deleted from the Final NPL**F** - Currently on the Final NPL**N** - Not on the NPL**O** - Not Valid Site or Incident**P** - Proposed for NPL**R** - Removed from Proposed NPL**S** - Pre-proposal Site**W** – Withdrawn

**RCRA COR ACT: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES** - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.**RCRAInfo** facilities that have reported violations and subject to corrective actions.

**RCRA TSD: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM TREATMENT, STORAGE, and DISPOSAL FACILITIES.** - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are

required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. Facilities that treat, store, dispose, or incinerate hazardous waste.

RCRA GEN: EPA/MA DEP/CT DEP RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM GENERATORS - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. Facilities that generate or transport hazardous waste or meet other RCRA requirements. LGN - Large Quantity Generators SGN - Small Quantity Generators VGN - Conditionally Exempt Generator. Included are RAATS (RCRA Administrative Action Tracking System) and CMEL (Compliance Monitoring & Enforcement List) facilities. CONNECTICUT HAZARDOUS WASTE MANIFEST - Database of all shipments of hazardous waste within, into or from Connecticut. The data includes date of shipment, transporter and TSD info, and material shipped and quantity. This data is appended to the details of existing generator records. MASSACHUSETTES HAZARDOUS WASTE GENERATOR - database of generators that are regulated under the MA DEP. VQN-MA = generates less than 220 pounds or 27 gallons per month of hazardous waste or waste oil. SQN-MA = generates 220 to 2,200 pounds or 27 to 270 gallons per month of waste oil. LQG-MA = generates greater than 2,200 lbs of hazardous waste or waste oil per month.

RCRA NLR: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. not currently classified by the EPA but are still included in the RCRAInfo database. Reasons for non classification: Failure to report in a timely matter. No longer in business. No longer in business at the listed address. No longer generating hazardous waste materials in quantities which require reporting.

Fed Brownfield: EPA BROWNFIELD MANAGEMENT SYSTEM (BMS) - database designed to assist EPA in collecting, tracking, and updating information, as well as reporting on the major activities and accomplishments of the various Brownfield grant Programs. CLEANUPS IN MY COMMUNITY (subset) - Sites, facilities and properties that have been contaminated by hazardous materials and are being, or have been, cleaned up under EPA's brownfield's program.

ERNS: EPA/NRC EMERGENCY RESPONSE NOTIFICATION SYSTEM (ERNS) - Database of incidents reported to the National Response Center. These incidents include chemical spills, accidents involving chemicals (such as fires or explosions), oil spills, transportation accidents that involve oil or chemicals, releases of radioactive materials, sightings of oil sheens on bodies of water, terrorist incidents involving chemicals, incidents where illegally dumped chemicals have been found, and drills intended to prepare responders to handle these kinds of incidents. Data since January 2001 has been received from the National Response System database as the EPA no longer maintains this data.

Tribal Lands: DOI/BIA INDIAN LANDS OF THE UNITED STATES - Database of areas with boundaries established by treaty, statute, and (or) executive or court order, recognized by the Federal Government as territory in which American Indian tribes have primary governmental authority. The Indian Lands of the United States map layer shows areas of 640 acres or more, administered by the Bureau of Indian Affairs. Included are Federally-administered lands within a reservation which may or may not be considered part of the reservation. BUREAU OF INDIAN AFFIARS CONTACT - Regional contact information for the Bureau of Indian Affairs offices.

State/Tribal Sites: CA EPA SMBRPD / CAL SITES- The California Department of Toxic Substances Control (DTSC) has developed an electronic database system called Envirostor with information about sites that are known to be contaminated with hazardous substances as well as information on uncharacterized properties where further studies may reveal problems. The Site Mitigation and Brownfields Reuse Program Database (SMBRPD), formerly known as CalSites, is used primarily by DTSC's staff as an informational tool to evaluate and track activities at properties that may have been affected by the release of hazardous substances. The SMBRPD displays information in six categories, two of which are found in ST. The categories listed under ST are: 1. State Response Sites. 2. School Property Evaluation Program Properties (SCH) Please Note: Our reports list the above sites as DB Type (STATE). Other categories found in the SMBRPD are listed in our reports in the DB Types OT and VC. Each Category contains information on properties based upon the type of work taking place at the site. State Response Sites contains only known and potential hazardous substance release sites considered as posing the greatest threat to the public. School sites included in ST will be found within the SMBRPD's School Property Evaluation Program. CORTESE LIST-Pursuant to Government Code Section 65962.5, the Hazardous Waste and Substances Sites List has been compiled by Cal/EPA, Hazardous Materials Data Management Program to provide information about the location of hazardous materials release sites. Cortese List sites that fall under DTSC's guidelines for State Response sites are included in our reports in the ST category as are qualifying sites from the Annual Work Plan (formerly Bond Expenditure Plan) and the historic ASPIS databases.

State Spills 90: CA EPA SLIC REGIONS 1 - 9- The California Regional Water Quality Control Boards maintain report of sites that have records of spills, leaks, investigation, and cleanups.

State/Tribal SWL: CA IWMB/SWRCB/COUNTY SWIS SOLID WASTE INFORMATION SYSTEM-The California Integrated Waste Management Board maintains a database on solid waste facilities, operations, and disposal sites throughout the state of California. The types of facilities found in this database include landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites. For more information on individual sites call the number listed in the source field.. Please Note: This database contains poor site location information for many sites in our reports; therefore, it may not be possible to locate or plot some sites in our reports. WMUDS-The State Water Resources Control Board maintained the Waste Management Unit Database System (WMUDS). It is no longer updated. It tracked management units for several regulatory programs related to waste management and its potential impact on groundwater. Two of these programs (SWAT & TPCA) are no longer on-going regulatory programs as described below. Chapter 15 (SC15) is still an on-going regulatory program and information is updated periodically but not to the WMUDS database. The WMUDS System contains information from the following agency databases: Facility, Waste Management Unit (WMU), Waste Discharger System (WDS), SWAT, Chapter 15, TPCA, RCRA, Inspections, Violations, and Enforcement's. Note: This database contains poor site location information for many sites in our reports; therefore, it may not be possible to locate or plot some sites in reports. ORANGE COUNTY LANDFILLS LIST- A list maintained by the Orange County Health Department.

State/Tribal LUST: CA SWRCB/COUNTY LUSTIS- The State Water Resources Control Board maintains a database of sites with confirmed or unconfirmed leaking underground storage tanks. Information for this database is collected from the states regional boards quarterly and integrated with this database. SAN DIEGO COUNTY LEAKING TANKS- The San Diego County Department of Environmental Health maintains a database of sites with confirmed or unconfirmed leaking underground storage tanks within its HE17/58 database. For more information on a specific file call the HazMat Duty Specialist at phone number listed in the source information field.

State/Tribal UST/AST: CA EPA/COUNTY/CITY ABOVEGROUND STORAGE TANKS LISTING-The Above Ground Petroleum Storage Act became State Law effective January 1, 1990. In general, the law requires owners or operators of AST's with petroleum products to file a storage statement and pay a fee by July 1, 1990 and every two years thereafter, take specific action to prevent spills, and in certain instances implement a groundwater monitoring program. This law does not apply to that portion of a tank facility associated with the production oil and regulated by the State Division of Oil and Gas of the Dept. of Conservation. SWEEPS / FIDS STATE REGISTERED UNDEGROUND STORAGE TANKS- Until 1994 the State Water Resources Control Board maintained a database of registered underground storage tanks statewide referred to as the SWEEPS System. The SWEEPS UST information was integrated with the CAL EPA's Facility Index System database (FIDS) which is a master index of information from numerous California agency environmental databases. That was last updated in 1994. We have included the UST information from the FIDS database in our reports for historical purposes to help our clients identify where tanks may possibly have existed. For more information on specific sites from individual paper files archived at the State Water Resources Control Board call the number listed with the source information. INDIAN LANDS UNDERGROUND STORAGE TANKS LIST- A listing of underground storage tanks currently on Indian Lands under federal jurisdiction. California Indian Land USTS are administered by US EPA Region 9.CUPA DATABASES & SOURCES- Definition of a CUPA: A Certified Unified Program Agency (CUPA) is a local agency that has been certified by the CAL EPA to implement six state environmental programs within the local agency's jurisdiction. These can be a county, city, or JPA (Joint Powers Authority). This program was established under the amendments to the California Health and Safety Code made by SB 1082 in 1994. A Participating Agency (PA) is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A Designated Agency (DA) is an agency that has not been certified by the CUPA but is the responsible local agency that would implement the six unified programs until they are certified. Please Note: We collect and maintains information regarding Underground Storage Tanks from the majority of the CUPAS and Participating Agencies in the State of California. These agencies typically do not maintain nor release such information on a uniform or consistent schedule; therefore, currency of the data may vary. Please look at the details on a specific site with a UST record in the First Search Report to determine the actual currency date of the record as provided by the relevant agency. Numerous efforts are made on a regular basis to obtain updated records.

State/Tribal IC: CA EPA DEED-RESTRICTED SITES LISTING- The California EPA's Department of Toxic Substances Control Board maintains a list of deed-restricted sites, properties where the DTSC has placed limits or requirements on the future use of the property due to varying levels of cleanup possible, practical or necessary at the site.

State/Tribal VCP: CA EPA SMBRPD / CAL SITES- The California Department of Toxic Substances Control (DTSC) has developed an electronic database system called Envirostor with information about sites that are known to be contaminated with hazardous substances as well as information on uncharacterized properties where further studies may reveal problems. The Site Mitigation and Brownfields Reuse Program Database (SMBRPD), formerly known as CalSites, is used primarily by DTSC's staff as an informational tool to evaluate and track activities at properties that may have been affected by the release of hazardous substances. The Voluntary Cleanup Program (VCP) category contains only those

properties undergoing voluntary investigation and/or cleanup and which are listed in the Voluntary Cleanup Program. Please Note: Our reports list the above sites as DB Type VC.

**State Permits: CA EPA/COUNTY SAN DIEGO COUNTY HE17 PERMITS-** The HE17/58 database tracks establishments issued permits and the status of their permits in relation to compliance with federal, state, and local regulations that the County oversees. It tracks if a site is a hazardous waste generator, TSD, gas station, has underground tanks, violations, or unauthorized releases. For more information on a specific file call the HazMat Duty Specialist at the phone number listed in the source information field. **SAN BERNARDINO COUNTY HAZARDOUS MATERIALS PERMITS-** Handlers and Generators Permit Information Maintained by the Hazardous Materials Division.

**State Other: CA EPA/COUNTY SMBRPD / CAL SITES-** The California Department of Toxic Substances Control (DTSC) has developed an electronic database system called Envirostor with information about sites that are known to be contaminated with hazardous substances as well as information on uncharacterized properties where further studies may reveal problems. The Site Mitigation and Brownfields Reuse Program Database (SMBRPD), formerly known as CalSites, is used primarily by DTSC's staff as an informational tool to evaluate and track activities at properties that may have been affected by the release of hazardous substances. The SMBRPD displays information in six categories, two of which are found in ST. The categories listed under OT are: 1. Unconfirmed Properties Referred to Another Local or State Agency (REF) 2. Properties where a No Further Action Determination has been made (NFA) Please Note: Our reports list the above sites as DB Type (OTHER). Other categories found in the SMBRPD are listed in our reports in the DB Types ST and VC. **LA COUNTY SITE MITIGATION COMPLAINT CONTROL LOG-** The County of Los Angeles Public Health Investigation Compliant Control Log. **ORANGE COUNTY INDUSTRIAL SITE CLEANUPS-** List maintained by the Orange County Environmental Health Agency. **RIVERSIDE COUNTY WASTE GENERATORS-**A list of facilities in Riverside County which generate hazardous waste. **SACRAMENTO COUNTY MASTER HAZMAT LIST-**Master list of facilities within Sacramento County with potentially hazardous materials. **SACRAMENTO COUNTY TOXIC SITE CLEANUPS-**A list of sites where unauthorized releases of potentially hazardous materials have occurred.

**Federal IC / EC: EPA FEDERAL ENGINEERING AND INSTITUTIONAL CONTROLS-** Superfund sites that have either engineering or an institutional control. The data includes the control and the media contaminated. **RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES (RCRA) –** RCRA site that have institutional controls.

**State/Tribal HW: CA EPA DEPARTMENT OF TOXIC SUBSTANCES CONTROL HAZARDOUS WASTE MANIFEST INVENTORY-**Records maintained by the CA DTSC of Hazardous Waste Manifests used to track and document the transport of hazardous waste from a generator's site to the site of its final disposition.

## Environmental FirstSearch Database Sources

NPL: EPA Environmental Protection Agency

Updated quarterly

NPL DELISTED: EPA Environmental Protection Agency

Updated quarterly

CERCLIS: EPA Environmental Protection Agency

Updated quarterly

NFRAP: EPA Environmental Protection Agency.

Updated quarterly

RCRA COR ACT: EPA Environmental Protection Agency.

Updated quarterly

RCRA TSD: EPA Environmental Protection Agency.

Updated quarterly

RCRA GEN: EPA/MA DEP/CT DEP Environmental Protection Agency, Massachusetts Department of Environmental Protection, Connecticut Department of Environmental Protection

Updated quarterly

RCRA NLR: EPA Environmental Protection Agency

Updated quarterly

Fed Brownfield: EPA Environmental Protection Agency

Updated quarterly

ERNS: EPA/NRC Environmental Protection Agency National Response Center.

Updated annually

Tribal Lands: DOI/BIA United States Department of the Interior Bureau of Indian Affairs

Updated annually

State/Tribal Sites: CA EPA The CAL EPA, Depart. Of Toxic Substances Control Phone: (916) 323-3400 For Cortese List information contact The CAL EPA, Department of Toxic Substances Control at (916) 445-6532

Updated quarterly/when available

State Spills 90: CA EPA The California State Water Resources Control Board For phone number listings of departments within each region visit their web sites at: <http://www.swrcb.ca.gov/regions.html>

Updated when available

State/Tribal SWL: CA IWMB/SWRCB/COUNTY The California Integrated Waste Management Board

Phone:(916) 255-2331

The State Water Resources Control Board

Phone:(916) 227-4365

Orange County Health Department

Phone:(714) 834-3536

Updated quarterly/when available

State/Tribal LUST: CA SWRCB/COUNTY The California State Water Resources Control Board Phone:(916) 227-4416

San Diego County Department of Environmental Health Phone:(619) 338-2242

Updated quarterly/when available

State/Tribal UST/AST: CA EPA/COUNTY/CITY The State Water Resources Control Board

Phone:(916) 227-4364

CAL EPA Department of Toxic Substances Control

Phone:(916)227-4404

US EPA Region 9 Underground Storage Tank Program

Phone: (415) 972-3372

ALAMEDA COUNTY CUPAS:

\* County of Alameda Department of Environmental Health

\* Cities of Berkeley, Fremont, Hayward, Livermore / Pleasanton, Newark, Oakland, San Leandro, Union

ALPINE COUNTY CUPA:

\* Health Department (Only updated by agency sporadically)

AMADOR COUNTY CUPA:

\* County of Amador Environmental Health Department

BUTTE COUNTY CUPA

\* County of Butte Environmental Health Division (Only updated by agency biannually)

CALAVERAS COUNTY CUPA:

\* County of Calaveras Environmental Health Department

COLUSA COUNTY CUPA:

\* Environmental Health Dept.

CONTRA COSTA COUNTY CUPA:

\* Hazardous Materials Program

DEL NORTE COUNTY CUPA:

\* Department of Health and Social Services

EL DORADO COUNTY CUPAS:

\* County of El Dorado Environmental Health - Solid Waste Div (Only updated by agency annually)

\* County of El Dorado EMD Tahoe Division (Only updated by agency annually)

FRESNO COUNTY CUPA:

\* Haz. Mat and Solid Waste Programs

GLENN COUNTY CUPA:

\* Air Pollution Control District

HUMBOLDT COUNTY CUPA:

\* Environmental Health Division

IMPERIAL COUNTY CUPA:

\* Department of Planning and Building

INYO COUNTY CUPA:

\* Environmental Health Department

KERN COUNTY CUPA:

\* County of Kern Environmental Health Department

\* City of Bakersfield Fire Department

KINGS COUNTY CUPA:

\* Environmental Health Services

LAKE COUNTY CUPA:

\* Division of Environmental Health

LASSEN COUNTY CUPA:

\* Department of Agriculture

LOS ANGELES COUNTY CUPAS:

\* County of Los Angeles Fire Department CUPA Data as maintained by the Los Angeles County Department of Public Works

\* County of Los Angeles Environmental Programs Division

\* Cities of Burbank, El Segundo, Glendale, Long Beach/Signal Hill, Los Angeles, Pasadena, Santa Fe Springs, Santa Monica, Torrance, Vernon

MADERA COUNTY CUPA:

\* Environmental Health Department

MARIN COUNTY CUPA:

\* County of Marin Office of Waste Management

\* City of San Rafael Fire Department

MARIPOSA COUNTY CUPA:

\* Health Department

MENDOCINO COUNTY CUPA:

\* Environmental Health Department

MERCED COUNTY CUPA:

- \* Division of Environmental Health

MODOC COUNTY CUPA:

- \* Department of Agriculture

MONO COUNTY CUPA:

- \* Health Department

MONTEREY COUNTY CUPA:

- \* Environmental Health Division

NAPA COUNTY CUPA:

- \* Hazardous Materials Section

NEVADA COUNTY CUPA:

- \* Environmental Health Department

ORANGE COUNTY CUPAS:

- \* County of Orange Environmental Health Department

- \* Cities of Anaheim, Fullerton, Orange, Santa Ana

- \* County of Orange Environmental Health Department

PLACER COUNTY CUPAS:

- \* County of Placer Division of Environmental Health Field Office

- \* Tahoe City

- \* City of Roseville Roseville Fire Department

PLUMAS COUNTY CUPA:

- \* Environmental Health Department

RIVERSIDE COUNTY CUPA:

- \* Environmental Health Department

SACRAMENTO COUNTY CUPA:

- \* County Environmental Mgmt Dept, Haz. Mat. Div.

SAN BENITO COUNTY CUPA:

- \* City of Hollister Environmental Service Department

SAN BERNARDINO COUNTY CUPAS:

- \* County of San Bernardino Fire Department, Haz. Mat. Div.

- \* City of Hesperia Hesperia Fire Prevention Department

- \* City of Victorville Victorville Fire Department

SAN DIEGO COUNTY CUPA:

- \* The San Diego County Dept. of Environmental Health HE 17/58

SAN FRANCISCO COUNTY CUPA:

- \* Department of Public Health

SAN JOAQUIN COUNTY CUPA:

- \* Environmental Health Division

SAN LUIS OBISPO COUNTY CUPAS:

- \* County of San Luis Obispo Environmental Health Division

- \* City of San Luis Obispo City Fire Department

SAN MATEO COUNTY CUPA:

- \* Environmental Health Department

SANTA BARBARA COUNTY CUPA:

- \* County Fire Dept Protective Services Division
- SANTA CLARA COUNTY CUPAS:
  - \* County of Santa Clara Hazardous Materials Compliance Division
  - \* Santa Clara County Central Fire Protection District (Covers Campbell, Cupertino, Los Gatos, & Morgan Hill)
  - \* Cities of Gilroy, Milpitas, Mountain View, Palo Alto, San Jose Fire, Santa Clara, Sunnyvale
- SANTA CRUZ COUNTY CUPA:
  - \* Environmental Health Department
- SHASTA COUNTY CUPA:
  - \* Environmental Health Department
- SIERRA COUNTY CUPA:
  - \* Health Department
- SISKIYOU COUNTY CUPA:
  - \* Environmental Health Department
- SONOMA COUNTY CUPAS:
  - \* County of Sonoma Department Of Environmental Health
  - \* Cities of Healdsburg / Sebastopol, Petaluma, Santa Rosa
- STANISLAUS COUNTY CUPA:
  - \* Department of Environmental Resources Haz. Mat. Division
- SUTTER COUNTY CUPA:
  - \* Department of Agriculture
- TEHAMA COUNTY CUPA:
  - \* Department of Environmental Health
- TRINITY COUNTY CUPA:
  - \* Department of Health
- TULARE COUNTY CUPA:
  - \* Environmental Health Department
- TUOLUMNE COUNTY CUPA:
  - \* Environmental Health
- VENTURA COUNTY CUPAS:
  - \* County of Ventura Environmental Health Division
  - \* Cities of Oxnard, Ventura
- YOLO COUNTY CUPA:
  - \* Environmental Health Department
- YUBA COUNTY CUPA:
  - \* Yuba County of Emergency Services

Updated quarterly/annually/when available

State/Tribal IC: CA EPA The California EPA Department of Toxic Substances Control.Phone:(916) 255-3745

Updated Updated quarterly/annually/when available

State/Tribal VCP: CA EPA The California EPA Department of Toxic Substances Control.Phone:(916) 255-3745

Updated Updated quarterly/annually/when available

State Permits: CA EPA/COUNTY The San Diego County Depart. Of Environmental Health Phone:(619) 338-2211 San Bernardino County Fire Department Phone:(909) 387-3080

Updated quarterly/when available

State Other: CA EPA/COUNTY The CAL EPA, Depart. Of Toxic Substances Control Phone: (916) 323-3400 The Los Angeles County Hazardous Materials Division Phone: (323) 890-7806 Orange County Environmental Health Agency Phone: (714) 834-3536 Riverside County Department of Environmental Health, Hazardous Materials Management Division Phone:(951) 358-5055 Sacramento County Environmental Management Department Phone: (916) 875-8550

Updated quarterly/when available

Federal IC / EC: EPA Environmental Protection Agency

Updated quarterly

State/Tribal HW: CA EPA CAL EPA, Department of Toxic Substances Control Phone:(916) 255-087

Updated annually/when available



## HISTORICAL FIRE INSURANCE MAPS

**NO MAPS AVAILABLE**

**05-03-11  
SF\_296578R  
14418-1 ALMADEN  
SAN JOSE CA 95118**

A search of FirstSearch Technology Corporation's proprietary database of historical fire insurance map availability confirmed that there are NO MAPS AVAILABLE for the Subject Location as shown above.

FirstSearch Technology Corporation's proprietary database of historical fire insurance map availability represents abstracted information from the Sanborn® Map Company obtained through online access to the U.S. Library of Congress via local libraries.

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# Environmental FirstSearch

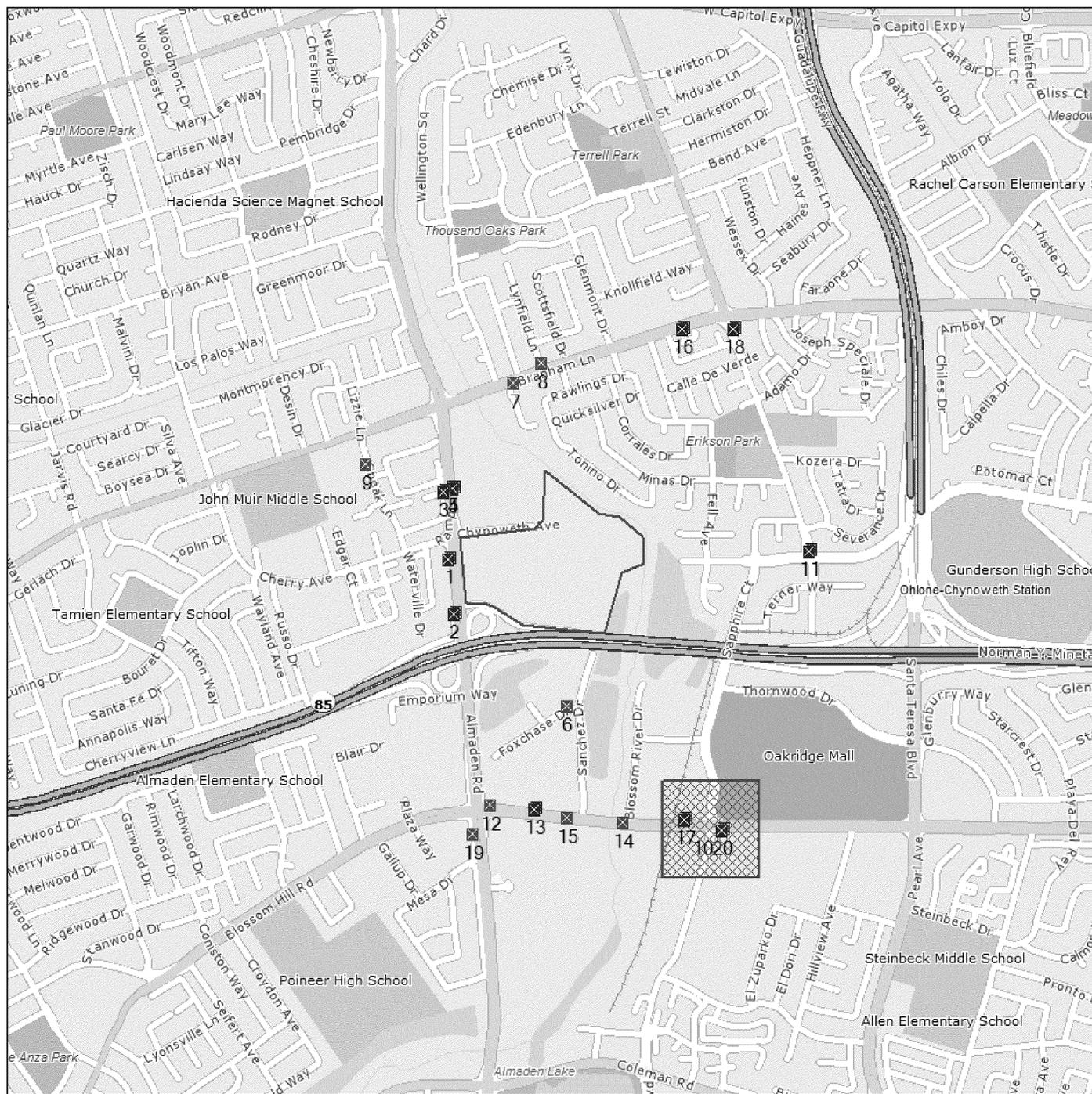
1 Mile Radius

Single Map:

Environmental  
**FIRSTSEARCH**



## 14418-1 ALMADEN , SAN JOSE CA 95118



Source: Tele Atlas

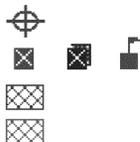
Target Site (Latitude: 37.258240 Longitude: -121.872454) .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste .....

Triballand.....

Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius





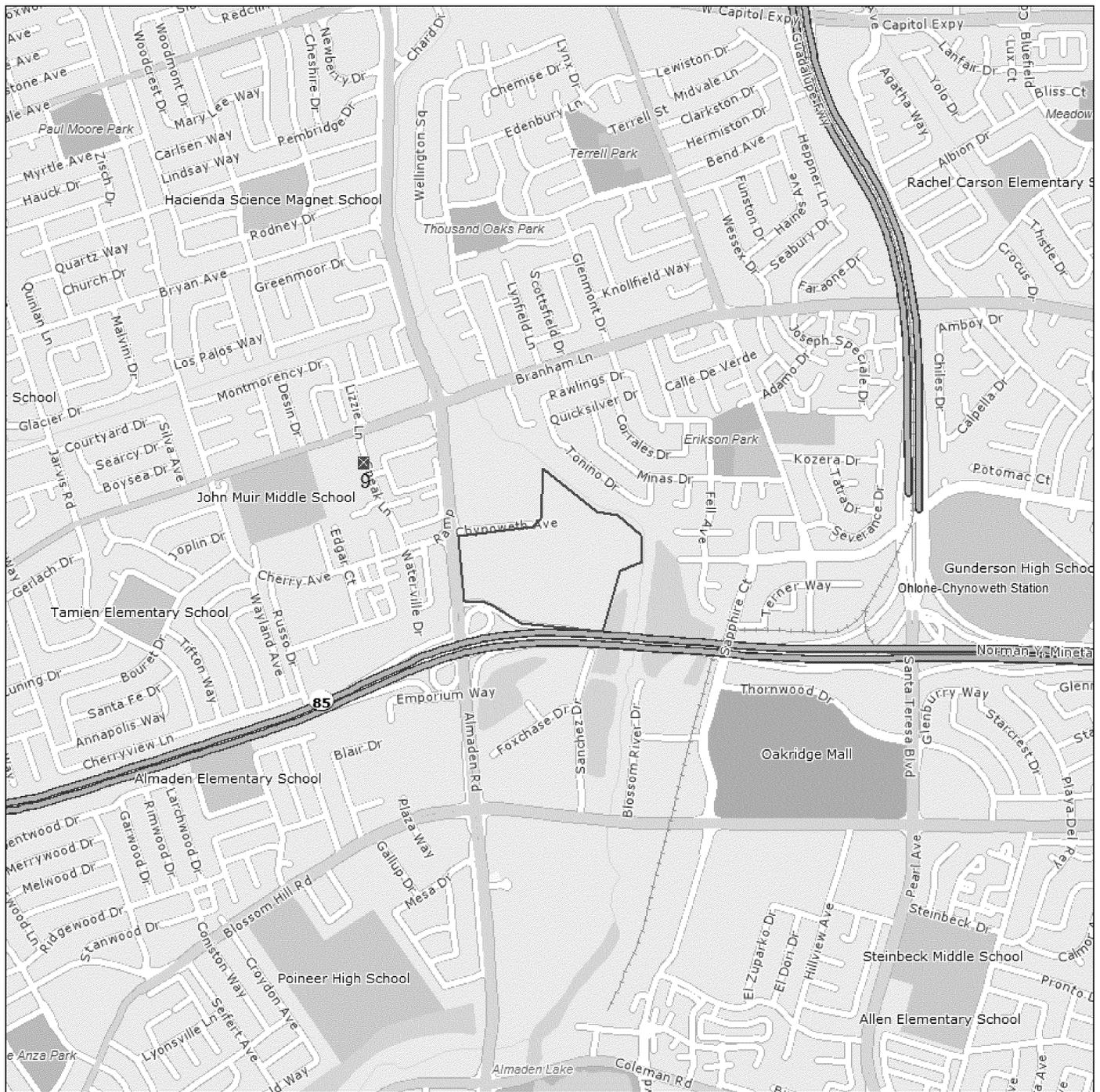
# Environmental FirstSearch

1 Mile Radius

AAI: NPL, RCACOR, STATE



## 14418-1 ALMADEN , SAN JOSE CA 95118



Source: Tele Atlas

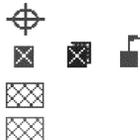
Target Site (Latitude: 37.258240 Longitude: -121.872454) .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste .....

Triballand.....

Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius





# Environmental FirstSearch

.5 Mile Radius

AAI: Multiple Databases



14418-1 ALMADEN , SAN JOSE CA 95118



Source: Tele Atlas

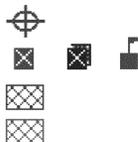
Target Site (Latitude: 37.258240 Longitude: -121.872454) .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius





# Environmental FirstSearch

.25 Mile Radius

AAI: RCRAGEN, UST, OTHER, FEDIC/EC



14418-1 ALMADEN , SAN JOSE CA 95118



Source: Tele Atlas

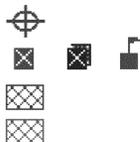
Target Site (Latitude: 37.258240 Longitude: -121.872454) .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius





# Environmental FirstSearch

.12 Mile Radius

AAI: Multiple Databases



14418-1 ALMADEN , SAN JOSE CA 95118



Source: Tele Atlas

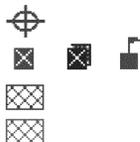
Target Site (Latitude: 37.258240 Longitude: -121.872454) .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius

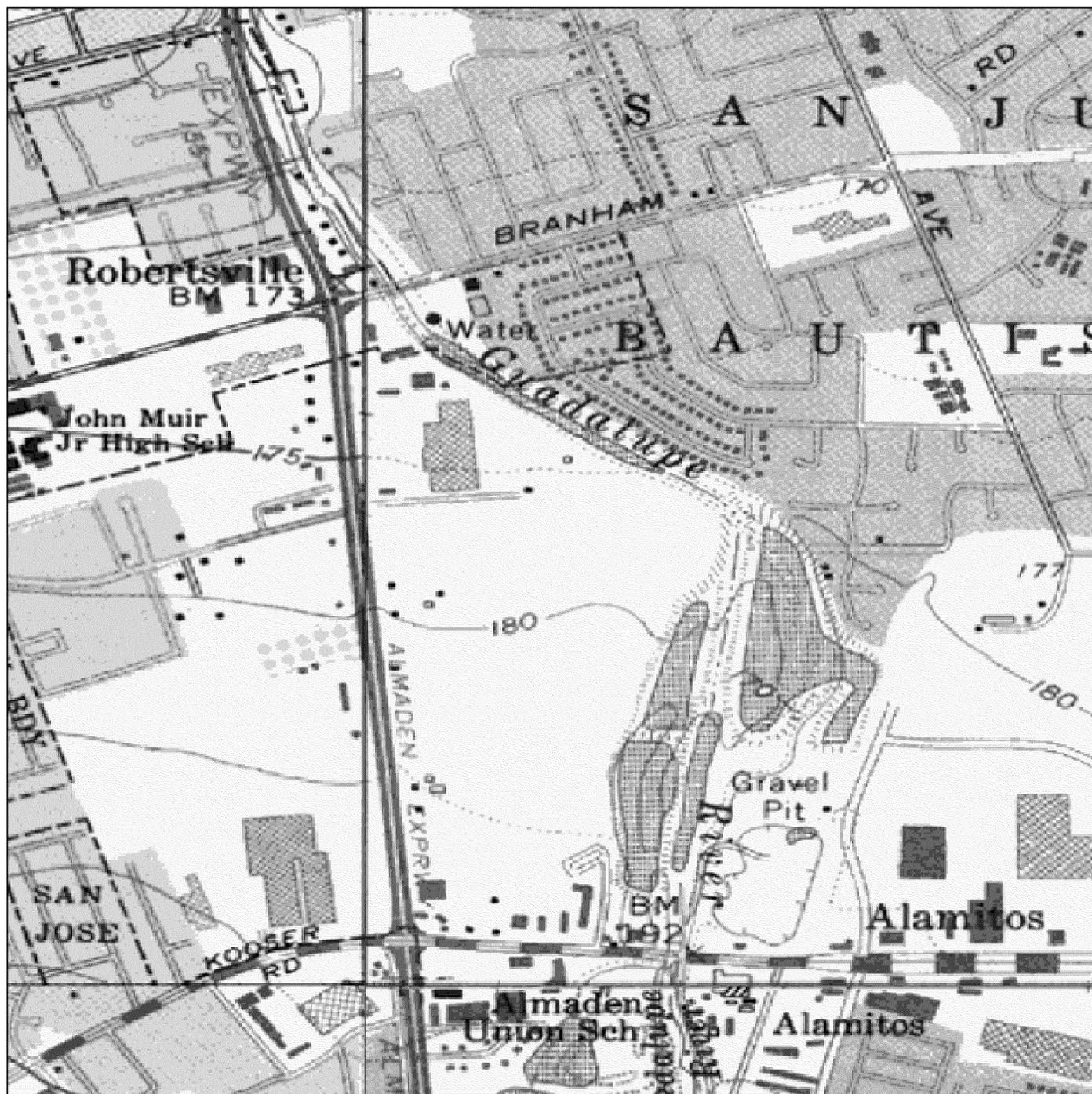




# Site Location Map

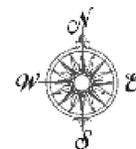
Topo : 0.75 Mile Radius

14418-1 ALMADEN , SAN JOSE CA 95118



SOURCE: SCANNED USGS TOPOGRAPHIC QUADRANGLES  
SCANNED BY MAPTECH AND USGS  
DISTRIBUTED AUGUST, 2005.

Black Rings Represent 1/4 Mile Radii; Red Ring Represents 500 ft. Radius



Data Supplied by:



Prepared by FirstSearch Technology Corporation

JOB NO.

Map Name: SAN JOSE EAST  
Map Reference Code: 37121-C7-TF-024

Date Created: 1961--  
Contour Interval: 20 feet

Date Revised: 1980--  
Elevation:

FIGURE NO.



**APPENDIX C**  
**HISTORICAL SOURCES**





## AERIAL PHOTOGRAPH

14418-14540 Almaden Expressway, San Jose, California 95118



Approximate Property Boundary ———

Year: 1939

Project Number: 296578

**AEI**  
Consultants



## AERIAL PHOTOGRAPH

14418-14540 Almaden Expressway, San Jose, California 95118



Approximate Property Boundary ———

Year: 1956

Project Number: 296578

**AEI**  
Consultants



## AERIAL PHOTOGRAPH

14418-14540 Almaden Expressway, San Jose, California 95118



Approximate Property Boundary ———

Year: 1965

Project Number: 296578

**AEI**  
Consultants



## AERIAL PHOTOGRAPH

14418-14540 Almaden Expressway, San Jose, California 95118



Approximate Property Boundary ———

Year: 1977

Project Number: 296578

**AEI**  
Consultants



## AERIAL PHOTOGRAPH

14418-14540 Almaden Expressway, San Jose, California 95118



Approximate Property Boundary ———

Year: 1981

Project Number: 296578

**AEI**  
Consultants



## AERIAL PHOTOGRAPH

14418-14540 Almaden Expressway, San Jose, California 95118



Approximate Property Boundary ———

Year: 1999

Project Number: 296578

**AEI**  
Consultants



## AERIAL PHOTOGRAPH

14418-14540 Almaden Expressway, San Jose, California 95118



Approximate Property Boundary ———

Year: 2002

Project Number: 296578

**AEI**  
Consultants



## AERIAL PHOTOGRAPH

14418-14540 Almaden Expressway, San Jose, California 95118



Approximate Property Boundary ———

Year: 2009

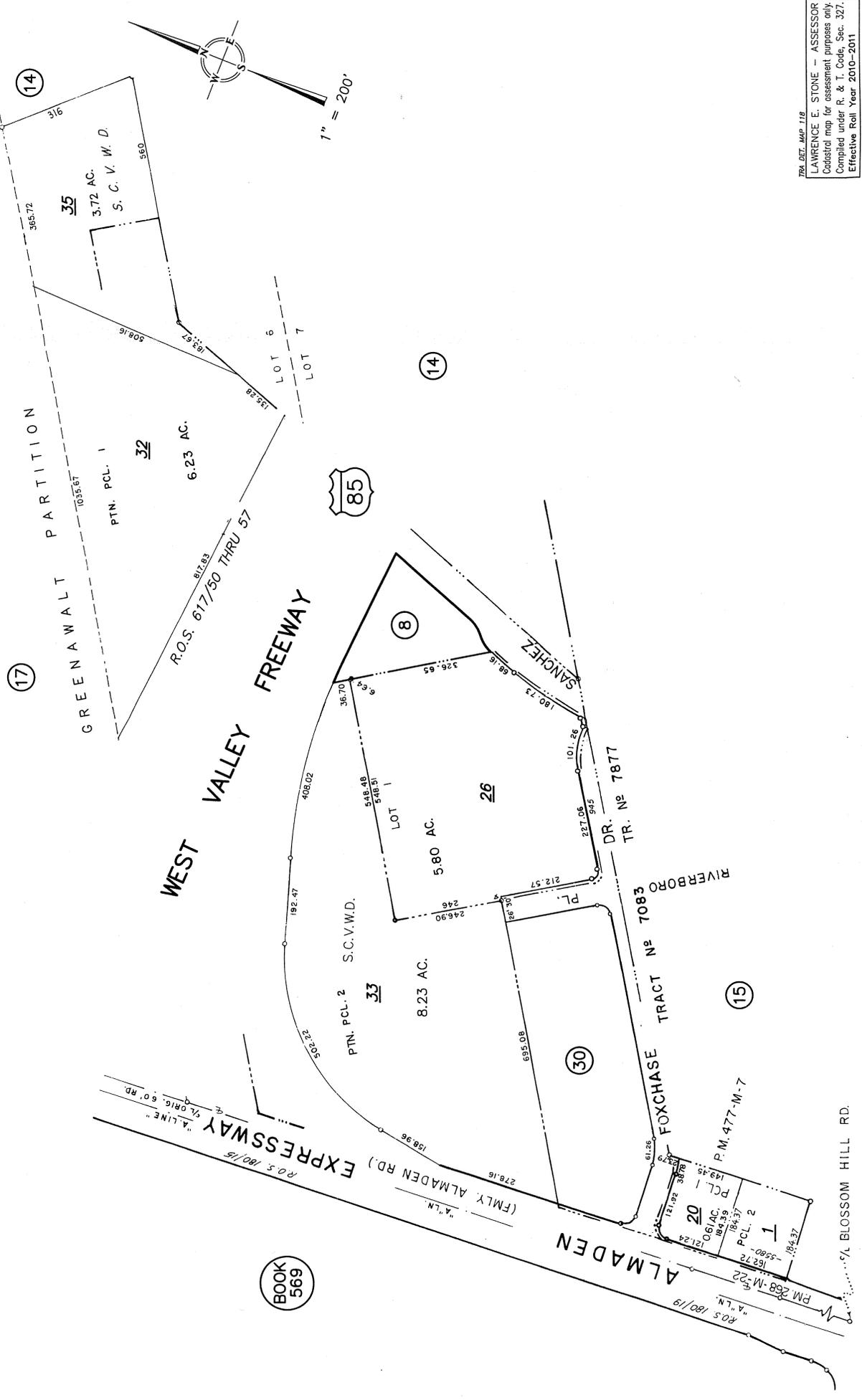
Project Number: 296578

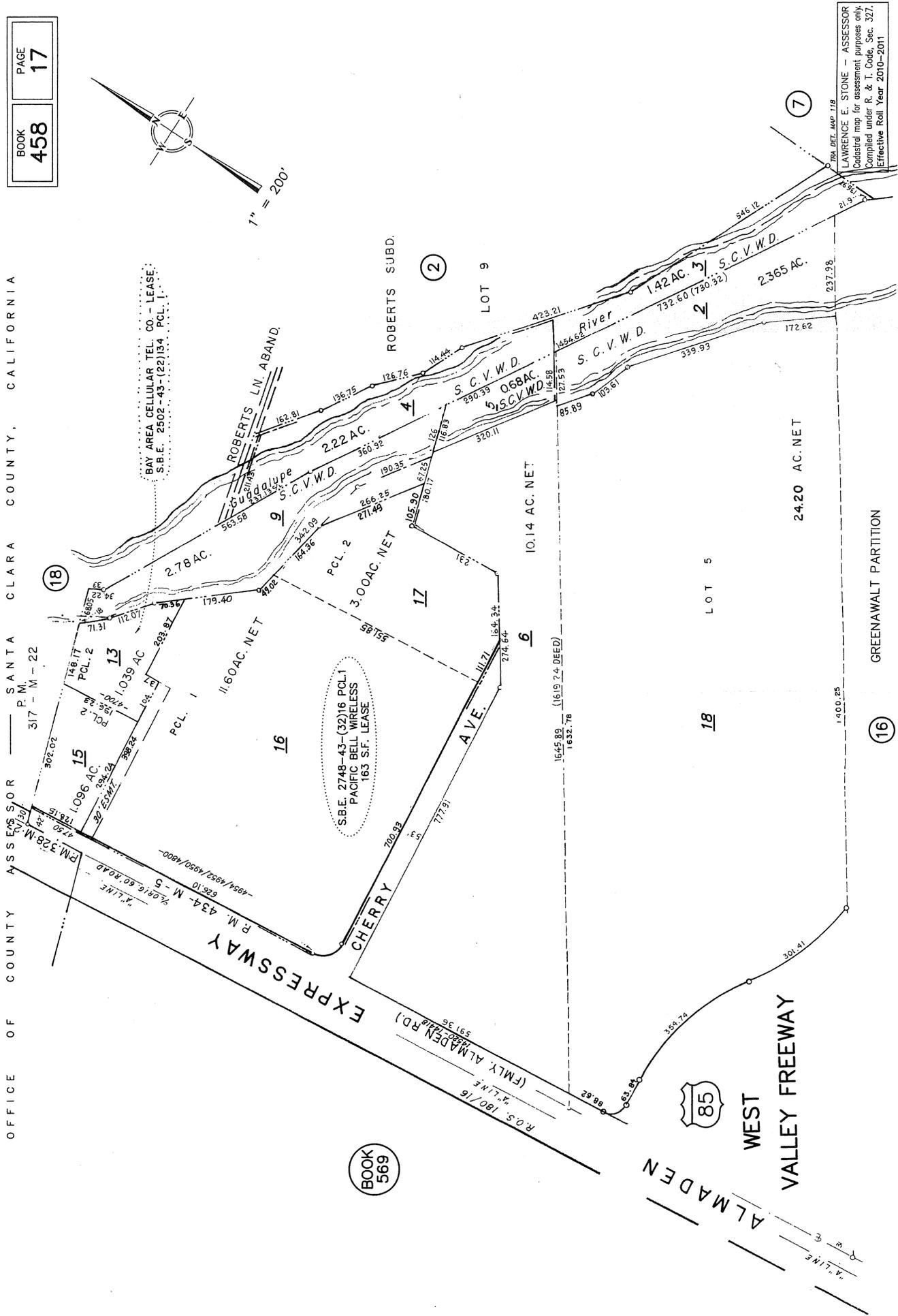
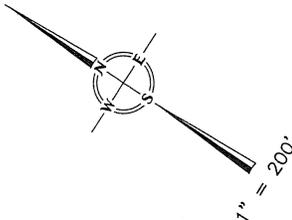
**AEI**  
Consultants

**APPENDIX D**

**REGULATORY AGENCY RECORDS**







LAWRENCE E. STONE - ASSESSOR  
Compiled map for assessment purposes only  
Compiled under R. & T. Code, Sec. 327.  
Effective Roll Year 2010-2011

BOOK 569



ALMADEN WEST VALLEY FREEWAY

GREENAWALT PARTITION

**APPENDIX E**

**CLIENT REQUIRED INFORMATION**

**NO DOCUMENTS ARE ASSOCIATED WITH THIS APPENDIX**

**APPENDIX F**

**ENVIRONMENTAL LIEN SEARCH AND/OR  
CHAIN OF TITLE**

**NO DOCUMENTS ARE ASSOCIATED WITH THIS APPENDIX**

**APPENDIX G**

**ASTM USER QUESTIONNAIRE**



## ASTM E 1527-05 User Questionnaire

In order to qualify for the protection offered under the EPA All Appropriate Inquiry (AAI) Standard, the **User** (entities seeking to use the ASTM E1527-05 Practice to complete an environmental site assessment of the property; i.e. Lenders and/or Borrowers) must provide the following information (if available) to the environmental professional. Failure to provide this information could result in a determination that AAI is not complete. This information should be the collective knowledge of the entities relying on the Phase I. **Please note that you are not being asked to evaluate the property, but rather to provide your knowledge of information on the property.**

Site Name/Address: \_\_\_\_\_

Person Interviewed/Title: Brad Durka (via telephone) Date: May 4, 2011

If known, when was the property initially developed? \_\_\_\_\_

If different, when were the current building(s) on the property constructed? \_\_\_\_\_

1. Environmental cleanup liens that are filed or recorded against the site (40 CFR 312.25).

Are you aware of any environmental cleanup liens against the *property* that are filed or recorded under federal, tribal, state or local law? (**Note:** If unknown, a review of title records or an environmental lien search is recommended)

Yes  No  If you answer yes, please include an explanation in the space provided below:

---

---

---

---

2. Activity and land use limitations that are in place on the site or that have been filed or recorded in a registry (40 CFR 312.26).

Are you aware of any AULs, such as *engineering controls*, land use restrictions or *institutional controls* that are in place at the site and/or have been filed or recorded in a registry under federal, tribal, state or local law?

*Engineering Controls* are defined as physical modifications to a site or facility to reduce or eliminate the potential for exposure to hazardous substances or petroleum products in the soil or ground water on the property). *Institutional Controls* are defined as a legal or administrative restriction on the use of, or access to, a site or facility to 1) reduce or eliminate the potential for exposure to hazardous substances or petroleum products in the soil or ground water on the property, or 2) to prevent activities that could interfere with the effectiveness of a response action, in order to ensure maintenance of a condition of no significant risk to public health or the environment.

Yes  No  If you answer yes, please include an explanation in the space provided below:

---

---

---

---

3. Specialized knowledge or experience of the person seeking to qualify for the LLP (40 CFR 312.28).

As the *User* of this *ESA* do you have any specialized knowledge or experience related to the *property* or nearby properties? For example, are you involved in the same line of business as the current or former *occupants* of the *property* or an adjoining *property* so that you would have specialized knowledge of the chemicals and processes used by this type of business?

Yes  No  If you answer yes, please include an explanation in the space provided below:

---

---

---

4. Relationship of the purchase price to the fair market value of the *property* if it were not contaminated (40 CFR 312.29).

a) Does the purchase price being paid for this *property* reasonably reflect the fair market value of the *property*?

Yes  No  If you answer no, please include an explanation in the space provided below, including whether the lower purchase price is because contamination is known or believed to be present at the *property*?

---

---

---

5. Commonly known or *reasonably ascertainable* information about the *property* (40 CFR 312.30).

Are you aware of commonly known or *reasonably ascertainable* information about the *property* that would help the *environmental professional* to identify conditions indicative of releases or threatened releases? For example, as *User*:

a. Do you know the past uses of the *property*?

Yes  No

b. Do you know of specific chemicals that are present or once were present at the *property*?

Yes  No

c. Do you know of spills or other chemical releases that have taken place at the *property*?

Yes  No

d. Do you know of any environmental cleanups that have taken place at the *property*?

Yes  No

If you answered yes to any of the questions above, please include an explanation in the space provided below:

~~Agricultural use~~

---

---

---

6. The degree of obviousness of the presence of likely presence of contamination at the *property*, and the ability to detect the contamination by appropriate investigation (40 CFR 312.31).

As the *User* of this *ESA*, based on your knowledge and experience related to the *property*, are there any *obvious* indicators that point to the presence or likely presence of contamination at the *property*?

Yes  No  If you answer yes, please include an explanation in the space provided below:

---

---

---

---

Please provide the following property contact information:

Property Owner: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Key Site Personnel: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Past Owner: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_



## **APPENDIX H**

### **SBA RELIANCE LETTER/CERTIFICATE OF INSURANCE**

**NO DOCUMENTS ARE ASSOCIATED WITH THIS APPENDIX**

**APPENDIX I**

**PREVIOUS REPORTS**

**NO DOCUMENTS ARE ASSOCIATED WITH THIS APPENDIX**

**APPENDIX J**

**LABORATORY ANALYTICAL RESULTS**

**NO DOCUMENTS ARE ASSOCIATED WITH THIS APPENDIX**

**APPENDIX K**

**OTHER SUPPORTING DOCUMENTATION**

**NO DOCUMENTS ARE ASSOCIATED WITH THIS APPENDIX**

**APPENDIX L**  
**QUALIFICATIONS**



## **Laura Walls, M.S., LEED AP - Project Manager**

---

M.S. - Environmental Science, Florida Gulf Coast University

B.S. - Biology, Spring Hill College

OSHA 40-hour Hazardous Waste Worker Training

Ms. Walls has over three years of experience working in the environmental service industry. Ms. Walls provides project management to ensure ASTM compliance and satisfaction of client requirements for Phase I Environmental Site Assessments, Limited Environmental Assessments, Environmental Transaction Analyses, Transaction Screens, and Database Reviews.

Project experience for Ms. Walls includes:

- Phase I Environmental Site Assessments
- Environmental Transaction Screens
- Regulatory Database Reviews

Ms. Walls is a project manager in the Due Diligence division.

## **Steve G. Kovach, REA - Due Diligence Manager, Northern California Region**

B.A. - Botany, Miami University (Ohio)  
Minor – Conservation and the Environment

California Registered Environmental Assessor (REA Class I 08274)  
Certified OSHA 40-Hour Hazardous Waste Operations and Emergency Response

Mr. Kovach has spent over nine years working in a broad range of environmental and engineering disciplines including: engineering and environmental due diligence services, industrial air, water, and wastewater permit compliance and monitoring, hazardous waste management and disposal, electrical utilities projects, environmental engineering projects, and wetland ecology research. Mr. Kovach has worked closely with regulatory agencies including the US Environmental Protection Agency, Department of Toxic Substance Control, California Water Resources Control Board, California Integrated Waste Management Board, Bay Area Air Quality Management District, East Bay Municipal Utilities District, and the US Department of Energy.

Currently, Mr. Kovach is the Due Diligence Manager, Northern California Region for AEI, specializing in environmental due diligence services. As a senior member of AEI, Mr. Kovach provides staff supervision and senior review expertise to ensure ASTM compliance and satisfaction of client requirements for environmental assessments. AEI's review process provides for customization of reports to client needs, as well as strict conformance to ASTM standards. Additionally, Mr. Kovach provides senior project management to ensure ASTM compliance and satisfaction of client requirements for Phase I Environmental Site Assessments, Transaction Screens, and other related environmental assessments performed throughout California, Arizona, Nevada, Oregon, and Washington.

# **APPENDIX H**

Noise

# Charles M Salter Associates Inc

Consultants in  
Acoustics  
Audio/Visual  
System Design  
and Telecommunications

100 West San Fernando  
Suite 430  
San Jose, CA 95113  
Tel: 408 295 4944  
Fax: 408 295 4949  
www.cmsalter.com

Charles M Salter, PE  
David R Schwind, FAES  
Robert P Alvarado  
Eric L Broadhurst, PE  
Anthony Nash, PE  
Thomas A Schindler, PE  
Ken Graven, PE, RCDD, LEED AP  
Philip N Sanders, LEED AP  
Jason R Duty, PE  
Cristina L Miyar  
Durand R Begault, PhD, FAES  
Thomas J Corbett, CTS  
Ross A Jerozal, CTS  
Joey G D'Angelo  
Eric A Yee  
Joshua M Roper, LEED AP  
Timothy G Brown  
Randy D Waldeck, PE, LEED AP  
Peter K Holst, PE, LEED AP  
Andrew L Stanley  
Christopher A Peliser, PE  
Elhan C Salter, LEED AP  
Thomas D Keller, CDT  
Troy R Gimbel, CTS  
Alex K Salter, PE  
Jeremy L Decker, PE  
David E Nussbaum, RCDD, PMP  
Dylan B Mills  
Davis H Keith, CTS-D  
Melody K Parker, LEED AP  
Brian J Good  
Heather A Salter  
Elizabeth F Thomas  
Catherine F Spurlock  
Marva D Noordzee  
Debbie E Garcia  
Jasmine S Roldoro  
Dani S Cirignano

28 April 2011

Brad Durga  
**Arcadia Homes, Inc.**  
P.O. Box 5368  
San Jose, CA 95150

**Subject: Almaden Ranch – San Jose, California**  
**Environmental Noise Measurements**  
CSA Project No. 11-0126

Dear Brad:

This letter presents our environmental noise measurements for the Almaden Ranch retail project located northeast of the intersection of Highway 85 and Almaden Expressway in San Jose, California. The project consists of a retail center as shown in Figure 1, attached. A previous noise stud and EIR were prepared for a similar project on the site in 1996 (by others). The intent of our measurements is to update measured levels at the site, and to compare them with City guidelines for land use compatibility and CALGreen criteria for non-residential buildings.

## LAND USE COMPATIBILITY AND CALGREEN NOISE CRITERIA

The Noise Element of the San Jose General Plan 2020 contains land use compatibility guidelines for environmental noise in the community, which are summarized for retail use as follows:

- DNL 60 dBA or less: Satisfactory
- DNL 60 to 76 dBA: "... an acoustical analysis should be made indicating amount of attenuation necessary to maintain an indoor level of DNL 45. Onsite outdoor activity limited to acoustically protected areas."

CALGreen<sup>1</sup> section 5.507.4 contains prescriptive requirements for windows and walls of buildings exposed to noise levels that regularly exceed 65 dBA. In summary, windows will have sound insulation ratings of STC 30 or higher, and walls will be STC 50 or higher.

## ENVIRONMENTAL NOISE

To quantify the current noise environment, three long-term monitors continuously measured noise levels at the site between the 13<sup>th</sup> and 15<sup>th</sup> of April 2011. In addition, short-term measurements were conducted and compared with corresponding time periods of the long-term monitors to determine how noise levels vary near roadways

---

<sup>1</sup> 2010 California Building Code, California Code of Regulations, Title 24, Part 11 "Green Building Standards Code", Chapter 5: Nonresidential Mandatory Measures, Section 5.507.4.

and at different elevations. Table 1 summarizes noise levels at the site. Figure 1, attached, shows approximate measurement locations.

Table 1: Noise Environment

Site	Location	Date/Time	Typical Daytime Hourly $L_{eq}$	DNL
LT-1	Highway 85 Monitor Approx. 280' north of roadway centerline, 11' above grade	13 to 15 April 2011	57 to 62 dBA	64 dBA
ST-1	Highway 85 Spot Approx. 280' north of roadway centerline, 17' above grade	13 April 2011 16:55 – 17:10	59 to 64 dBA	66 dBA
LT-2	Almaden Expressway Monitor <sup>2</sup> Approx. 100' east of roadway centerline, 11' above ground	13 to 15 April 2011	67 to 70 dBA	71 dBA
ST-2	Almaden Expressway Spot Approx. 75' east of roadway centerline, 17' above grade	13 April 2011 17:30 – 17:45	68 to 71 dBA	72 dBA
LT-3	Northwest Loading Dock Monitor Western property line adjacent to Safeway's loading area, approx. 11' above grade	13 to 15 April 2011	60 to 66 dBA	66 dBA

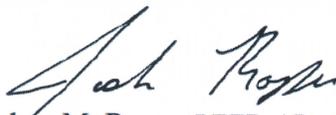
#### FINDINGS

The site plan is conceptual and is subject to change. Measured noise levels indicate that buildings located within approximately 300 feet of the centerline of Almaden Expressway will be subject to hourly noise levels of 65 dBA or higher. Therefore, CALGreen requirements for exterior windows and walls, as summarized above, would apply at these locations.

Retail storefront buildings typically provide 20 to 25 dBA of noise reduction with doors closed. With the incorporation of windows and doors as required by CALGreen, estimated interior noise levels in retail buildings meet the City's goal of DNL 45 dBA. Sound insulation should be reviewed during the design phase when building plans become available.

Please call with any questions.

Sincerely,  
**CHARLES M. SALTER ASSOCIATES, INC.**

  
Joshua M. Roper, LEED AP  
Principal Consultant

Encl: Figure 1

<sup>2</sup> A roadway edge barrier partially blocked the line of sight between the noise monitor and nearest roadway surface. Therefore, the measured level was 2 to 3 dBA lower than the estimated level shown in Table 1 above.



● INDICATES APPROXIMATE NOISE MEASUREMENT LOCATION  
 NOTE: DRAWING PROVIDED BY OTHERS; NOT TO SCALE

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 FOR ACOUSTICAL DESIGN INFORMATION ONLY

# ALMADEN RANCH - SAN JOSE, CA SITE PLAN INDICATING APPROXIMATE NOISE MEASUREMENT LOCATIONS AND NOISE LEVELS

## FIGURE 1

28 APR 11 Project No. 11-0126  
 JMR



**APPENDIX I**  
Transportation / Traffic



HEXAGON TRANSPORTATION CONSULTANTS, INC.



# Almaden Ranch Retail Center

Transportation Impact Analysis



Prepared for:

**The City of San Jose**



May 16, 2011



Hexagon Office: 111 W. St. John Street, Suite 850, San Jose, CA 95113

Hexagon Phone: 408-971-6100

Report Author: Brian Jackson

Job Number: 10BJ05

Client Name: Arcadia Development Company

**San Jose • Gilroy • Pleasanton • Marina Del Rey • Phoenix**

[www.hextrans.com](http://www.hextrans.com)

Areawide Circulation Plans Corridor Studies Pavement Delineation Plans Traffic Handling Plans Impact Fees Interchange Analysis Parking Studies  
Transportation Planning Neighborhood Traffic Calming Traffic Operations Traffic Impact Analysis Traffic Signal Design Travel Demand Forecasting



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## Executive Summary

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This report presents the results of the traffic impact analysis (TIA) conducted for the proposed retail development to be located on the east side of Almaden Expressway, just north of SR 85 in San Jose, California. This traffic analysis assumes the project would include the development of up to 400,000 square feet of retail uses. Access to the project site would be provided via Almaden Expressway, Cherry Avenue and Sanchez Drive.

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development. The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the county Congestion Management Program (CMP). A CMP freeway analysis was conducted since the project would generate more than 100 peak hour trips. The traffic analysis is based on peak hour levels of service for 7 signalized intersections and 5 freeway segments.

### Existing Traffic Conditions in the Study Area

In general, traffic volumes on Almaden Expressway are heaviest in the northbound direction during the AM commute period and in the southbound direction during the PM commute period. The segment of Almaden Expressway between Branham Lane and Blossom Hill Road is regularly congested during the peak commute periods of the day. This is illustrated by the results of the intersection level of service analysis, which show some intersections currently operating at LOS D or LOS E. LOS D operation generally indicates moderately high vehicle delays due to some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity ratios. Under LOS E conditions, vehicle delays become even higher and individual cycle failures frequently occur.

The County of Santa Clara Roads and Airports Department is responsible for providing and maintaining good signal progression along Almaden Expressway. To accomplish this, the County has set a cycle length of just over three minutes with the majority of green time assigned to the through movements on Almaden Expressway. The result is good signal progression northbound and southbound on Almaden Expressway, but very high vehicle delays for the side streets and freeway off-ramps. This condition is typical for expressways in Santa Clara County during the peak commute periods.

### Project Trip Generation

The standard City of San Jose rates detailed in the *San Jose Impact Analysis Handbook*, August 2008, were applied to the project. A retail pass-by trip reduction of 25 percent (standard for the City of San Jose) was applied to the PM peak hour trip generation estimates for the proposed retail space. Trip generation for retail uses typically are adjusted to account for pass-by-trips during the PM peak period of traffic. Pass-by-trips are trips that would already be on the adjacent roadways (and so are already counted in the background traffic) but would turn into the site while passing by. Justification for applying

the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the PM peak hour level of service analysis of intersections, except for those intersections on Almaden Expressway that would provide direct access to the project site (Almaden Expressway/Cherry Avenue intersection).

After applying the City of San Jose trip rates and the standard pass-by trip reduction for retail uses, constructing a 400,000 square-foot retail center would generate 20,000 daily vehicle trips, with 400 new trips occurring during the AM peak hour and 1,350 new trips occurring during the PM peak hour. Using the inbound/outbound splits recommended by the City of San Jose, the project would produce 280 inbound and 120 outbound trips during the AM peak hour, and 675 inbound and 675 outbound trips during the PM peak hour.

## Sanchez Drive Connection

The project plans to extend Sanchez Drive northward to Cherry Avenue, which would help relieve the Almaden Expressway/Blossom Hill Road intersection and would add traffic to the Almaden Expressway/Cherry Avenue intersection. Since the project will be required to build out the Almaden/Cherry intersection, the reconstructed intersection will have adequate capacity to handle the additional traffic generated by the Sanchez Drive connection. The Sanchez Drive connection was considered in place for the analysis of traffic impacts.

## Background Plus Project Intersection Level of Service Analysis

Table ES-1 summarizes the results of the intersection level of service analysis under background plus project conditions. The results show that the intersections of Almaden Expressway/Cherry Avenue and Almaden Expressway/SR 85 (North) would be significantly impacted by the project, according to City of San Jose impact criteria. The impacts and proposed improvements to mitigate the impacts are described below.

### *Almaden Expressway and Cherry Avenue*

**Impact:** This intersection would operate at LOS E during the PM peak hour under background conditions, and the added trips as a result of the project would cause the average critical delay to increase by more than four seconds and the v/c ratio to increase by more than one percent (0.01). Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

**Mitigation:** The intersection of Almaden Expressway and Cherry Avenue shall be fully built out, including the addition of a fourth northbound through lane; the addition of a second southbound left-turn lane; the conversion of the eastbound and westbound approaches from permitted to protected left-turn phasing; the construction of the westbound approach to include two left-turn lanes, one through lane and one right-turn lane; and the provision of a separate eastbound through lane. The mitigation would improve the intersection level of service to LOS E with an average vehicle delay of 58.0 seconds, which is better than that calculated under background conditions.

### *Almaden Expressway and SR 85 (North)*

**Impact:** This CMP intersection would operate at LOS E during the PM peak hour under background conditions, and the added trips as a result of the project would cause the average critical delay to increase by more than four seconds and the v/c ratio to increase by more than one percent (0.01). Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

**Mitigation:** A fourth northbound through lane along the entire project frontage on Almaden Expressway shall be constructed to create a receiving lane for the westbound right-turn movement from the SR 85 northbound off-ramp, which would allow vehicles to make a right turn on red onto northbound Almaden Expressway; and the lanes on the SR 85 northbound off-ramp shall be reconfigured to provide one dedicated left-turn lane, one shared through/left-turn lane, and one dedicated right-turn lane. The mitigation would reduce the average vehicle delay at the intersection to 69.9 seconds, which is better than that calculated under background conditions.

Implementation of the above mitigation measures will meet the City of San Jose's Level of Service Policy; however, the intersection of Almaden Expressway and SR 85 (North) off-ramp is under the jurisdiction of both the County of Santa Clara and CalTrans; therefore, any proposed improvements at this intersection off-ramp will require review, approval and issuance of an Encroachment Permit from these jurisdictions.

The implementation of the above intersection mitigation measures will reduce the project's impact on transportation/traffic to a less-than-significant impact with mitigation.

The remaining study intersections would operate at acceptable levels of service (LOS D or better) under background plus project conditions based on City of San Jose standards.

According to CMP impact criteria, none of the CMP intersections would be significantly impacted by the project.

### ***Effects of the Sanchez Drive Connection on Intersection Levels of Service***

The results of the level of service analysis under background plus project conditions show that average vehicle delays at the Almaden Expressway/Blossom Hill Road intersection would improve slightly during the AM peak hour when compared to background conditions, since some existing traffic would utilize Sanchez Drive to avoid the Almaden/Blossom Hill intersection. The average vehicle delays at this intersection would remain relatively unchanged during the PM peak hour as a result of the existing traffic reassignment. Although some traffic would be diverted from Almaden Expressway to Sanchez Drive via Cherry Avenue, the average vehicle delays at the intersection of Almaden Expressway/Cherry Avenue would not be noticeably affected by the relatively small reassignment of traffic. Levels of service at the other five intersections that were studied would not be noticeably affected by the Sanchez Drive connection.

### **Freeway Segment Level of Service Analysis**

The results of the CMP freeway level of service analysis are summarized on Table ES-2. The results show that the project would not cause a significant increase in traffic volumes (more than one percent of freeway capacity) on any of the study freeway segments.

### **Cumulative Intersection Level of Service Analysis**

The results of the intersection level of service analysis under cumulative conditions show that, measured against the City of San Jose level of service impact criteria, the estimated cumulative project trips collectively would create a significant adverse traffic impact at the intersections of Almaden Expressway/Cherry Avenue and Almaden Expressway/SR 85 (North).

Since the project would contribute between 75 and 80 percent of the increase in total PM peak hour traffic volume at the Almaden/Cherry and Almaden/SR 85 (North) intersections, the project would contribute a considerable amount of traffic to these cumulatively impacted intersections. Note that these are the same two study intersections that would be significantly impacted by the project during the PM peak hour as described under background plus project conditions (Chapter 5). The improvements that have been proposed to mitigate the project impacts at these two intersections under background plus project conditions also would be effective at improving the intersection operations under cumulative conditions.

Specifically, the improvements would reduce the average vehicle delays at the Almaden/Cherry and Almaden/SR 85 (North) intersections to better than that calculated under background conditions.

According to the CMP level of service standards, all of the CMP intersections that were studied would operate at an acceptable LOS E or better under cumulative conditions during the AM and PM peak hours.

## **Other Transportation Issues**

The project would not have an adverse effect on existing transit, bicycle or pedestrian facilities in the study area.

**Table ES-1  
Intersection Level of Service Summary**

Study #	Intersection	Peak Hour	Count	Date	Existing		Existing + Project		Background /a/		Background + Project		Cumulative		
					Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Delay	Incr. In Crit. V/C	Avg. Delay
1	Almaden Exp & Branham Ln *	AM	10/29/2008	52.7	D	53.1	D	53.6	D	54.1	D	0.0	0.002	54.8	D
		PM	9/25/2008	47.9	D	50.6	D	48.3	D	51.2	D	5.2	0.059	52.1	D
2	Almaden Exp & Cherry Av <i>with mitigation</i>	AM	11/12/2009	29.5	C	33.5	C	40.9	D	51.3	D	16.1	0.087	53.0	D
		PM	11/12/2009	39.2	D	54.0	D	58.7	E	<b>91.6</b>	<b>F</b>	<b>51.8</b>	<b>0.305</b>	<b>96.2</b>	<b>F</b>
3	Almaden Exp & SR 85 (North) *	AM	10/2/2008	21.4	C	22.2	C	23.1	C	23.9	C	8.1	0.020	24.7	C
		PM	9/25/2008	51.0	D	53.1	D	74.6	E	<b>75.8</b>	<b>E</b>	<b>13.3</b>	<b>0.066</b>	<b>79.6</b>	<b>E</b>
4	Almaden Exp & SR 85 (South) *	AM	10/2/2008	12.6	B	13.1	B	12.6	B	13.2	B	0.0	0.000	13.8	B
		PM	9/25/2008	26.7	C	29.3	C	25.1	C	27.8	C	4.9	0.042	28.7	C
5	SR 85 & Almaden Plaza Wy	AM	4/30/2009	4.8	A	4.7	A	4.7	A	4.7	A	0.0	0.015	4.8	A
		PM	4/30/2009	9.7	A	9.7	A	9.7	A	9.7	A	-0.1	0.036	9.8	A
6	Almaden Exp & Blossom Hill Rd *	AM	10/2/2008	60.7	E	58.9	E	44.9	D	44.2	D	-1.3	-0.009	45.2	D
		PM	9/25/2008	60.0	E	61.4	E	52.1	D	52.9	D	1.5	0.006	53.9	D
7	Sanchez Dr & Blossom Hill Rd	AM	4/30/2009	13.8	B	15.2	B	13.8	B	15.2	B	2.1	0.021	15.2	B
		PM	4/30/2009	10.9	B	18.1	B	13.4	B	18.0	B	6.0	0.101	17.9	B

**Notes:**

An asterisk ( \* ) denotes a CMP intersection.  
**BOLD** with outline indicates a significant impact.  
/a/ Improvements are planned for intersections # 2, 3, 4 and 6 as part of the Almaden Expressway Widening Plan (funded).



**Table ES-2  
Freeway Segment Level of Service Summary**

Freeway Segment	Existing Plus Project Trips										Project Trips									
	Mixed-Flow					HOV Lane					Mixed-Flow		HOV Lane							
	Peak Hour	Avg. Speed	# of Lanes	Capacity	LOS	Avg. Speed	# of Lanes	Capacity	LOS	Density	Total Volume	Capacity	%	Total Volume	Capacity	%				
SR 85 Blossom Hill Rd to SR 87	NB	AM	47	2	4,400	4,353	46.3	E	52	1	1,800	2,194	42.2	D	28	23	0.5%	4	0.2%	NO
		PM	62	2	4,400	4,396	35.5	D	70	1	1,800	851	12.2	B	67	56	1.3%	11	0.6%	NO
SR 85 to Almaden Expwy	NB	AM	13	2	4,400	2,765	106.4	F	25	1	1,800	1,807	72.3	F	42	35	0.8%	7	0.4%	NO
		PM	65	2	4,400	3,855	29.7	D	70	1	1,800	506	7.2	A	101	85	1.9%	16	0.9%	NO
SR 85 Almaden Expwy to Camden Ave	NB	AM	15	2	4,400	2,865	95.5	F	19	1	1,800	1,603	84.4	F	18	15	0.3%	3	0.2%	NO
		PM	65	2	4,400	4,115	31.7	D	70	1	1,800	576	8.2	A	101	85	1.9%	16	0.9%	NO
SR 85 Camden Ave to Almaden Expwy	SB	AM	66	2	4,400	3,335	25.3	C	67	1	1,800	1,017	15.2	B	42	35	0.8%	7	0.4%	NO
		PM	61	2	4,400	4,485	36.8	D	70	1	1,800	1,626	23.2	C	101	85	1.9%	16	0.9%	NO
SR 85 Almaden Expwy to SR 87	SB	AM	66	2	4,400	3,555	26.9	D	67	1	1,800	543	8.1	A	18	15	0.3%	3	0.2%	NO
		PM	64	2	4,400	4,185	32.7	D	70	1	1,800	1,416	20.2	C	101	85	1.9%	16	0.9%	NO
SR 85 to Blossom Hill Rd	SB	AM	66	2	4,400	2,650	20.1	C	67	1	1,800	342	5.1	A	12	10	0.2%	2	0.1%	NO
		PM	55	2	4,400	4,456	40.5	D	70	1	1,800	1,831	26.2	D	67	56	1.3%	11	0.6%	NO
SR 87 to Capitol Expwy	NB	AM	26	2	4,400	3,645	70.1	F	54	1	1,800	2,221	41.1	D	6	5	0.1%	1	0.1%	NO
		PM	66	2	4,400	2,539	19.2	C	70	1	1,800	495	7.1	A	34	29	0.7%	5	0.3%	NO
SR 87 Capitol Expwy to Curtner	NB	AM	19	2	4,400	3,205	84.3	F	23	1	1,800	1,751	76.1	F	6	5	0.1%	1	0.1%	NO
		PM	65	2	4,400	3,929	30.2	D	70	1	1,800	635	9.1	A	34	29	0.7%	5	0.3%	NO
SR 87 Curtner Ave to Capitol Expwy	SB	AM	66	2	4,400	2,652	20.1	C	67	1	1,800	342	5.1	A	14	12	0.3%	2	0.1%	NO
		PM	43	2	4,400	4,249	49.4	E	70	1	1,800	1,405	20.1	C	34	29	0.7%	5	0.3%	NO
SR 87 Capitol Expwy to SR 85	SB	AM	64	2	4,400	4,242	33.1	D	67	1	1,800	472	7.0	A	14	12	0.3%	2	0.1%	NO
		PM	65	2	4,400	4,059	31.2	D	70	1	1,800	1,335	19.1	C	34	29	0.7%	5	0.3%	NO

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.

# 1.

## Introduction

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This report presents the results of the traffic impact analysis (TIA) conducted for the proposed retail development to be located on the east side of Almaden Expressway, just north of SR 85 in San Jose, California. This traffic analysis assumes the project would include the development of up to 400,000 square feet of retail uses. Access to the project site would be provided via Almaden Expressway, Cherry Avenue and Sanchez Drive. The project site and surrounding study area are shown on Figure 1.

The proposed site design including building locations, parking layout, driveway locations and street connections are conceptual only. The final design for these project components, as well as crosswalks, drive aisles and signal locations, will be determined with subsequent planning stages and not with certification of the EIR being prepared for this project. The conceptual use layout is shown on Figure 2.

### Scope of Study

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development. The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the county Congestion Management Program (CMP). A CMP freeway analysis was conducted since the project would generate more than 100 peak hour trips. The traffic analysis is based on peak hour levels of service for 7 signalized intersections and 5 freeway segments. The study intersections and freeway segments are identified below.

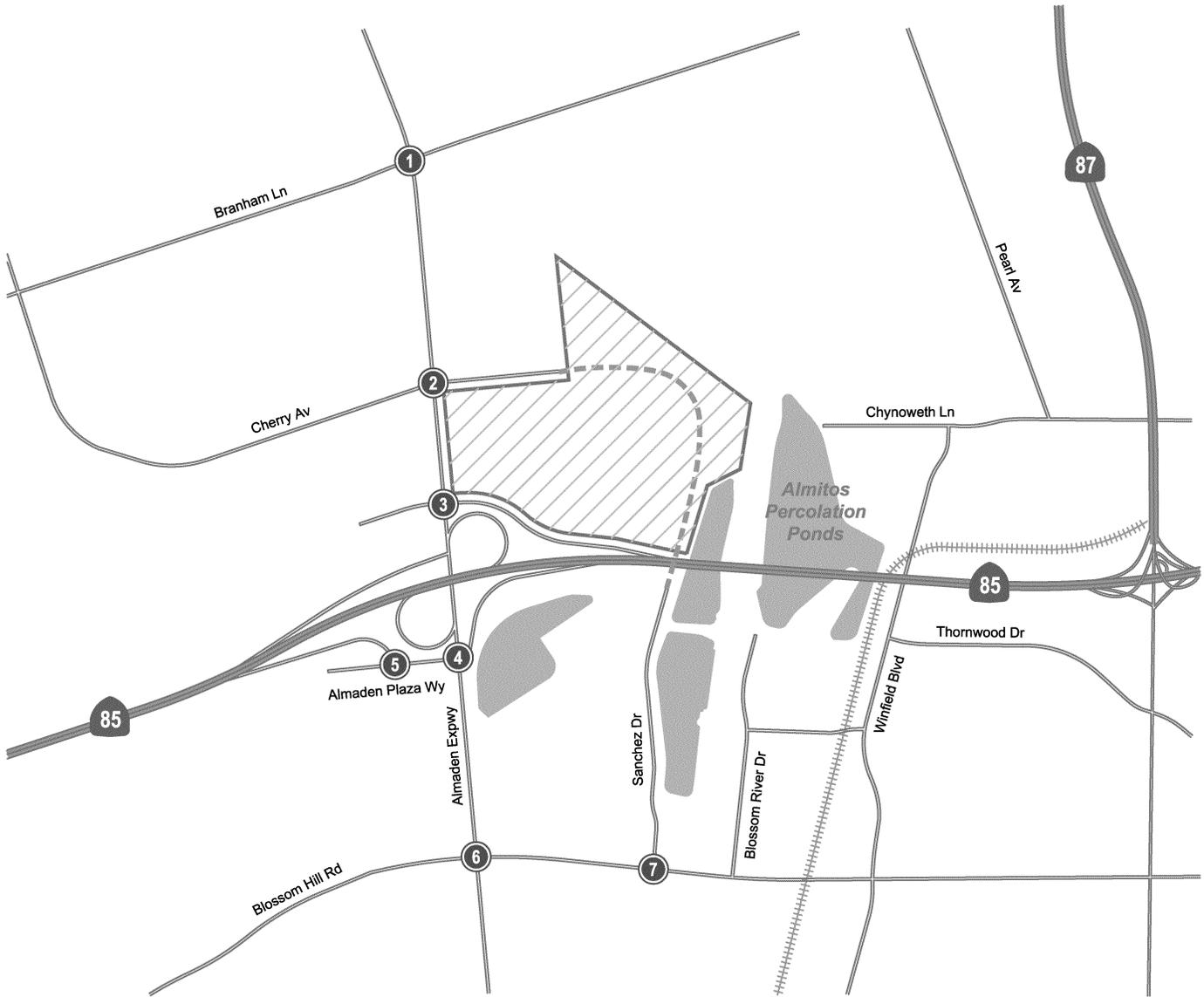
#### *Study Intersections*

1. Almaden Expressway and Branham Lane \*
2. Almaden Expressway and Cherry Avenue
3. Almaden Expressway and SR 85 (North) \*
4. Almaden Expressway and SR 85 (South) \*
5. SR 85 SB Off-Ramp and Almaden Plaza Way
6. Almaden Expressway and Blossom Hill Road \*
7. Sanchez Drive and Blossom Hill Road

Each CMP intersection is denoted with an asterisk ( \* ).

#### *Study Freeway Segments*

1. SR 85, between Blossom Hill Road and SR 87
2. SR 85, between SR 87 and Almaden Expressway
3. SR 85, between Almaden Expressway and Camden Avenue
4. SR 87, between SR 85 and Capitol Expressway
5. SR 87, between Capitol Expressway and Curtner Avenue



**LEGEND**

-  = Site Location
-  = Study Intersection
-  = Proposed Sanchez Dr. Connection

**Figure 1**  
**Site Location and Study Intersections**

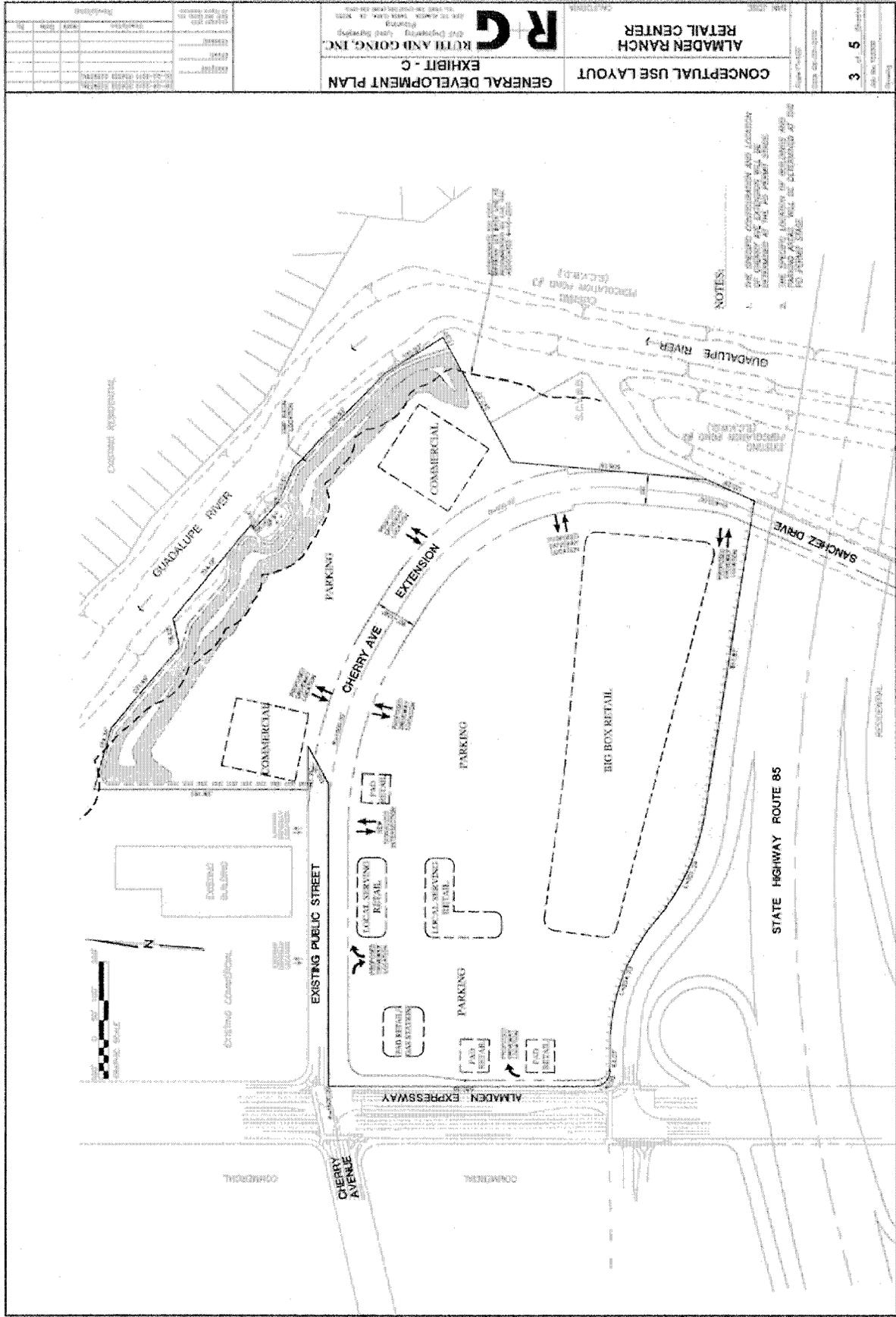


Figure 2  
Conceptual Use Layout

Traffic conditions at the study intersections and on the study freeway segments were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods on an average weekday that the most congested traffic conditions occur. A check of Saturday midday peak hour traffic conditions also was performed at the study intersections.

Traffic conditions were evaluated for the following scenarios:

- Scenario 1:** *Existing Conditions.* Existing AM and PM peak hour traffic volumes were obtained from the City of San Jose and supplemented with new manual turning-movement counts conducted in 2009. Saturday midday peak hour counts were conducted in April of 2011.
- Scenario 2:** *Existing Plus Project Conditions.* Existing plus project peak hour traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on the existing roadway network. The project plans to extend Sanchez Drive northward to the project site and connect to Cherry Avenue along the project frontage. Therefore, project site access via Sanchez Drive was assumed under existing plus project conditions. The project also proposes a right-turn inbound only driveway on Almaden Expressway.
- Scenario 3:** *Background Conditions.* Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI).
- Scenario 4:** *Background Plus Project Conditions.* Projected peak hour traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project. As previously described, the project would provide direct access to the site via Sanchez Drive and Almaden Expressway. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts, according to the City of San Jose Level of Service (LOS) Policy. The City of San Jose LOS Policy is the adopted established threshold for California Environmental Quality Act (CEQA).
- Scenario 5:** *Cumulative Conditions.* Cumulative conditions were represented by future traffic volumes, at the date of project occupancy, on the future roadway network. Traffic volumes under cumulative conditions were estimated by applying an annual growth factor of 1.2 percent over 3 years to existing traffic volumes, adding trips from approved developments, and adding project trips. This scenario was evaluated in order to fulfill the California Environmental Quality Act (CEQA) requirement.

## History of the Project Site and Study Area

In October of 1996, a traffic impact analysis (TIA) was prepared for a proposed mixed-use development to be located on the project site. As proposed, the previous project included 350,000 square feet (s.f.) of retail uses and up to 504 residential units. A retail only scenario also was analyzed. The 1996 traffic report included a two-lane Chynoweth Avenue bridge (part of the City's General Plan roadway network) that was described as an "integral aspect of the project". The project ultimately was approved but nothing was built.

The currently proposed project (Almaden Ranch Retail Center) would include the development of 400,000 s.f. of retail uses on the same site. Whereas the previous project included a bridge, the current project does not propose a bridge. Instead, the project would extend Sanchez Drive northward to connect up with Cherry Avenue, thereby providing additional access to the project site. A bridge would not be required for the current project based on the estimated traffic volumes and traffic patterns that would occur in the

study area with the project. A comparison of existing traffic volumes/patterns to past traffic volumes/patterns is included below.

Traffic counts conducted along Almaden Expressway that were used in the previous 1996 traffic study were conducted in 1995, whereas the current traffic study includes counts conducted in 2008 and 2009. The 1995 counts are higher (between 200 and 1,000 peak hour vehicles higher) than the 2008/2009 counts collected for the same locations. There are a number of reasons for this. The SR 85 ramps at Almaden Expressway were relatively new in 1995. SR 85 was extended to Almaden Expressway in 1992, and the SR 85/SR 87 interchange opened to traffic in 1993 with only two connector ramps due to limited funding for that project. The two remaining SR 85/SR 87 ramps – southbound SR 85 to northbound SR 87 and southbound SR 87 to northbound SR 85 – were not completed until 2003. Also, the last segment of SR 85 to open was the segment from Almaden Expressway to I-280, which opened in 1994, only one year before the 1995 counts were conducted. For these reasons, more vehicles were using Almaden Expressway to travel north and south in 1995 than in 2008 and 2009.

## Study Methodology

This section describes the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

### **Data Requirements**

The data required for the analysis were obtained from new traffic counts, previous studies, the City of San Jose, and the CMP Annual Monitoring Report. The following data were collected from these sources:

- existing traffic volumes
- approved project trips
- intersection lane configurations
- signal timing and phasing
- average speed (for freeway segments only)

### **Analysis Methodologies and Level of Service Standards**

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The various analysis methods are described below.

#### **City of San Jose Intersections**

The City of San Jose level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method. This method is applied using the TRAFFIX software. The 2000 HCM operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of San Jose methodology employs the CMP default values for the analysis parameters. The City of San Jose level of service standard for signalized intersections is LOS D or better. The correlation between average control delay and level of service is shown in Table 1.

#### **CMP Intersections**

The designated level of service methodology for the CMP also is the 2000 HCM operations method for signalized intersections, using TRAFFIX. The only difference in level of service standards is that in the City of San Jose the standard is LOS D or better, and the CMP level of service standard for signalized intersections is LOS E or better.

**Table 1**  
**Intersection Level of Service Definitions Based on Average Delay**

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

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p10-16.

### Freeway Segments

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

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

where:

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

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

N= number of travel lanes

S= average travel speed, in miles per hour (mph)

The vehicle density on a freeway segment is correlated to level of service as shown in Table 2. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane

segments that are two lanes wide in one direction. A capacity of 1,800 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

**Table 2**  
**Freeway Level of Service Based on Density**

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

Source: Santa Clara County 2004 CMP (Based on the *Highway Capacity Manual* (2000), Washington, D.C.).

### Intersection Operations Analysis

The analysis of intersection level of service is often supplemented with an analysis of intersection operations for selected intersections where the project would add a significant number of left-turning vehicles. The operations analysis is based on vehicle queuing for high demand left-turn movements at intersections. Vehicle queues are estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-\lambda}}{n!}$$

where:

P (x=n) = probability of "n" vehicles in queue per lane

n = number of vehicles in the queue per lane

$\lambda$  = Average number of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95<sup>th</sup> percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at signalized intersections.

The 95<sup>th</sup> percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95<sup>th</sup> percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95<sup>th</sup> percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95<sup>th</sup> percentile queue length is also known as the “design queue length.”

## Report Organization

The remainder of this report is divided into seven chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the intersection operations under existing plus project conditions and describes the method used to estimate project traffic. Intersection operations under background conditions are described in Chapter 4. Chapter 5 presents the intersection and freeway operations under background plus project conditions and describes the project’s impact on the near-term transportation system. Chapter 6 describes non-level of service operational issues associated with the proposed project and includes an analysis of Saturday peak hour traffic conditions. Chapter 7 presents intersection operations under cumulative traffic conditions. Chapter 8 presents the conclusions of the traffic impact analysis.

## 2. Existing Conditions

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This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities. Also included are the existing levels of service of the key intersections and freeway segments in the study area.

### Existing Roadway Network

Regional access to the project site is provided by SR 85 and SR 87. Local access to the project site is provided via Almaden Expressway, Branham Lane, Cherry Avenue, Blossom Hill Road, and Sanchez Drive. These facilities are described below.

*SR 85* is a predominantly north-south freeway that is oriented in an east-west direction in the vicinity of the project site. It extends from Mountain View to south San Jose, terminating at US 101. SR 85 is a six-lane freeway with four mixed-flow lanes and two HOV lanes. It connects to I-280, SR 17, SR 87, and US 101. SR 85 provides access to the project site via its interchange with Almaden Expressway.

*SR 87* is a north-south freeway providing regional access to the project site via its interchange with SR 85. SR 87 is oriented in a north/south direction with four mixed-flow lanes and two HOV lanes. SR 87 also connects to I-280 and US 101.

*Almaden Expressway* is predominantly a six-lane expressway that extends from the Almaden Valley in south San Jose to Alma Avenue in the downtown area, where it narrows and transitions into a one-way couplet. In the project study area, Almaden Expressway consists of 7 to 8 lanes (including auxiliary lanes) and has a posted speed limit of 45 mph. Almaden Expressway provides direct access to the project site.

*Branham Lane* is an east-west arterial street that extends eastward from Camden Avenue past Monterey Highway, where it terminates within a residential neighborhood. Within the project study area, Branham Lane has four lanes west of Almaden Expressway and six lanes east of Almaden Expressway. Branham Lane has a posted speed limit of 40 mph.

*Cherry Avenue* is predominantly a two-lane north-south street that begins in the Willow Glen area and extends southward, bends to the east south of Branham Lane, and terminates at Almaden Expressway where it becomes Chynoweth Avenue. Chynoweth Avenue provides direct access to the project site and ends about 700 feet east of Almaden Expressway. With the development of the project site, Chynoweth Avenue will be renamed Cherry Avenue. Cherry Avenue has a posted speed limit of 35 mph.

*Blossom Hill Road* is generally a six-lane east-west divided arterial that runs parallel to and south of SR 85 in the vicinity of the site. Blossom Hill Road extends westward to Los Gatos and eastward to US 101, where it transitions into Silver Creek Valley Road. Blossom Hill Road intersects Almaden Expressway. Blossom Hill Road has a posted speed limit of 40 mph.

*Sanchez Drive* is a short two-lane street that extends northward from Blossom Hill Road and terminates just south of SR 85. The proposed project would extend Sanchez Drive northward to connect up with Cherry Avenue, thereby providing a secondary access to the project site. Sanchez Drive has a posted speed limit of 35 mph.

## Existing Bicycle and Pedestrian Facilities

Class II bicycle facilities (bike lanes) are provided along the following roadways in the study area:

- Cherry Avenue, between Almaden Expressway and Curtner Avenue
- Branham Lane, between Cherry Avenue and Monterey Highway
- Blossom Hill Road, between Almaden Expressway and Snell Avenue

The Upper Guadalupe River Trail system offers a Class I shared-use off-street bike path. Trail access is provided via Branham Lane at Narvaez Avenue and via Blossom Hill Road at Blossom River Drive. In addition, bicycles are permitted on Almaden Expressway. Although expressways may provide a less desirable bike route for some bicyclists due to the relatively heavy traffic volumes and high vehicle speeds, more experienced bicyclists may nonetheless choose to use Almaden Expressway for commuting purposes in order to minimize travel time since it may provide the most direct route. Figure 3 shows the existing bicycle facilities in the project study area.

Pedestrian facilities in the study area consist of sidewalks along all of the surrounding roadways. Crosswalks with pedestrian signal heads are located at all signalized intersections in the study area. The streets fronting the project site – Almaden Expressway and Cherry Avenue – do not have sidewalks adjacent to the site. As a result, crosswalks are present on the north and west approaches of the Almaden Expressway/Cherry Avenue intersection only. There are no sidewalks on either side of Almaden Expressway north of Branham Lane, as well as some segments of Almaden Expressway south of Blossom Hill Road.

## Existing Transit Services

Existing transit services to the study area are provided by the VTA and are shown on Figure 4.

### ***VTA Bus Service***

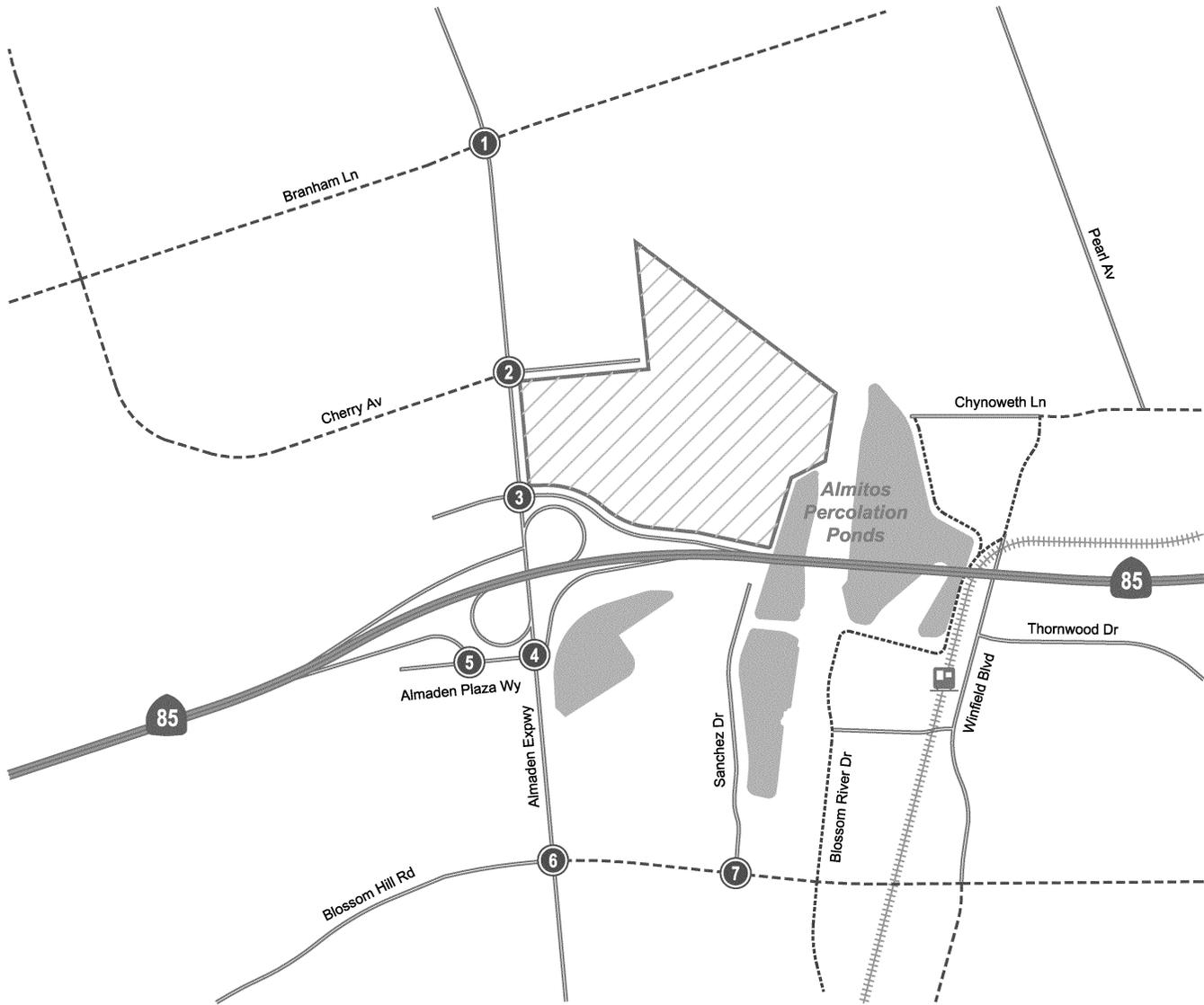
The study area is served by local, community, and express bus routes as described below.

Local Route 64 provides bus service between the Almaden Light Rail Station and McKee Road at White Road via Downtown San Jose. Route 64 operates along Almaden Expressway adjacent to the project site, and provides service between 5:00 AM and 11:20 PM with 15- to 30-minute headways during commute hours, depending on the bus stop location. Route 64 stops near the project site at the Almaden Expressway/Cherry Avenue intersection, with 30-minute headways at this location during commute hours.

Local Route 27 operates along Blossom Hill Road in the project study area, and provides service between Good Samaritan hospital and Kaiser Permanente San Jose Medical Center. Route 27 operates from 6:00 AM to 10:00 PM with 30-minute headways during commute hours.

Community Route 13 provides service between the Almaden Valley and the Ohlone-Chynoweth LRT station, with service to the Almaden LRT station. Route 13 operates along Almaden Expressway south of the project site from 5:30 AM to 8:00 PM, with 30-minute headways during commute hours.

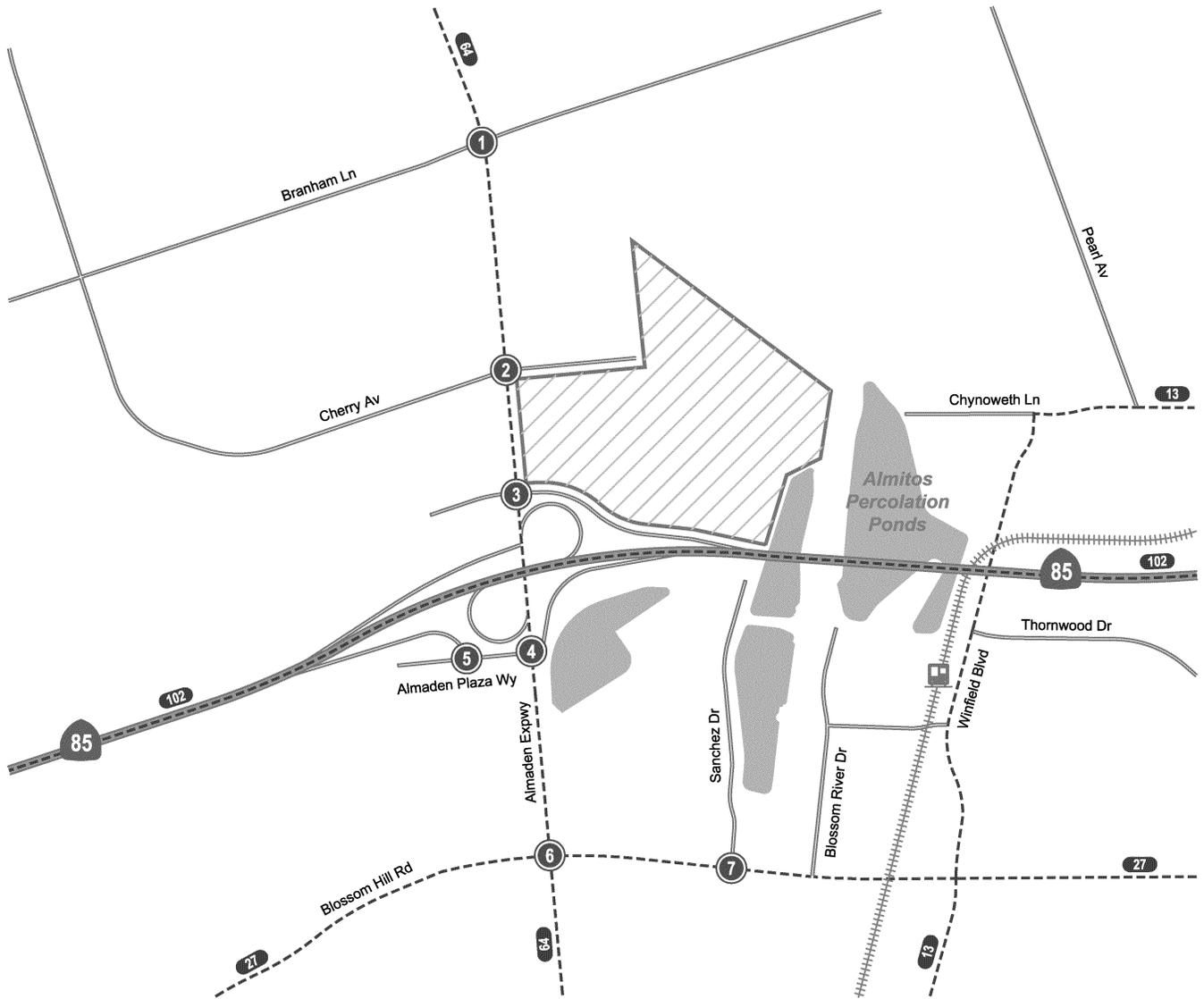
Route 102 provides express bus service between the Santa Teresa LRT station and Palo Alto. Express route 102 provides service to the Ohlone-Chynoweth LRT station, and operates with 30- to 60-minute headways during commute hours. Route 102 operates from 6:00 AM to 8:30 AM in the northbound direction, and from 3:30 PM to 6:45 PM in the southbound direction, with 30- to 60-minute headways during commute hours.



**LEGEND**

-  = Site Location
-  = Study Intersection
-  = Off-Street Bike Path (Class I)
-  = On-Street Bike Path (Class II)
-  = Existing Light Rail Service
-  = Existing Light Rail Station

**Figure 3**  
**Existing Bicycle & Pedestrian Facilities**



LEGEND

-  = Site Location
-  = Study Intersection
-  = Existing Transit Service
-  = Existing Light Rail Service
-  = Existing Light Rail Station

**Figure 4**  
**Existing Transit Service**

## ***VTA Light Rail Transit (LRT) Service***

Although the project site is not located within walking distance of a VTA light rail transit (LRT) station, the site is located within a one-mile radius of the Oakridge Mall and Ohlone-Chynoweth stations. The Almaden Corridor provides LRT service between about 5:30 AM and 10:30 PM with 15-minute headways during commute and midday hours. The Guadalupe Corridor provides LRT service nearly 24 hours a day (4:00 AM to 2:00 AM) with 15-minute headways during commute and midday hours. It provides service between Santa Teresa in south San Jose and the Tasman Corridor LRT in north San Jose. Due to the distance of the LRT stations from the project site, it can be assumed that use of LRT service by employees and customers of the proposed project development would be very limited.

## **Existing Intersection Lane Configurations**

The existing lane configurations at the study intersections were confirmed by observations in the field and are shown on Figure 5.

## **Existing Traffic Volumes**

Existing traffic volumes are obtained from the City of San Jose whenever possible. The County of Santa Clara provides existing PM traffic volumes for CMP-designated intersections. If the available count data are more than approximately two years old, new manual turning-movement counts typically are conducted at non-CMP intersections in order to adequately document existing field conditions at the time the traffic study is being prepared. The new traffic counts are compared against historical count data for consistency and accuracy and incorporated into the City's traffic volume database if approved by the City. The purpose of the database is to provide consistent traffic volumes within similar timeframes and areas for all projects requiring traffic analysis. This ensures the base traffic conditions are the same for all projects. If conditions arise that cause the new count data to be inconsistent with the City's historical database due to field conditions or economic variability, the City may decide to use older count data that reflect more typical traffic conditions.

For the purpose of this traffic study, existing 2008 peak hour traffic volumes were obtained from the City of San Jose and the CMP, and supplemented with new 2009 manual turning-movement counts. It should be noted that the Home Depot Expo Design Center was operating in 2008 but closed down in January of 2009. Thus, trips that previously were generated by the Expo Design Center are included in the 2008 count data. The vacant Expo building is located on the west side of Almaden Expressway near the SR 85 overpass behind Best Buy. Based on new counts taken at the Best Buy driveway, Expo trips were estimated and subtracted from the 2008 counts so that the existing traffic volumes that are presented in this traffic report accurately represent actual existing traffic conditions.

The existing peak hour intersection volumes are shown on Figure 6. New intersection count data are contained in Appendix A.

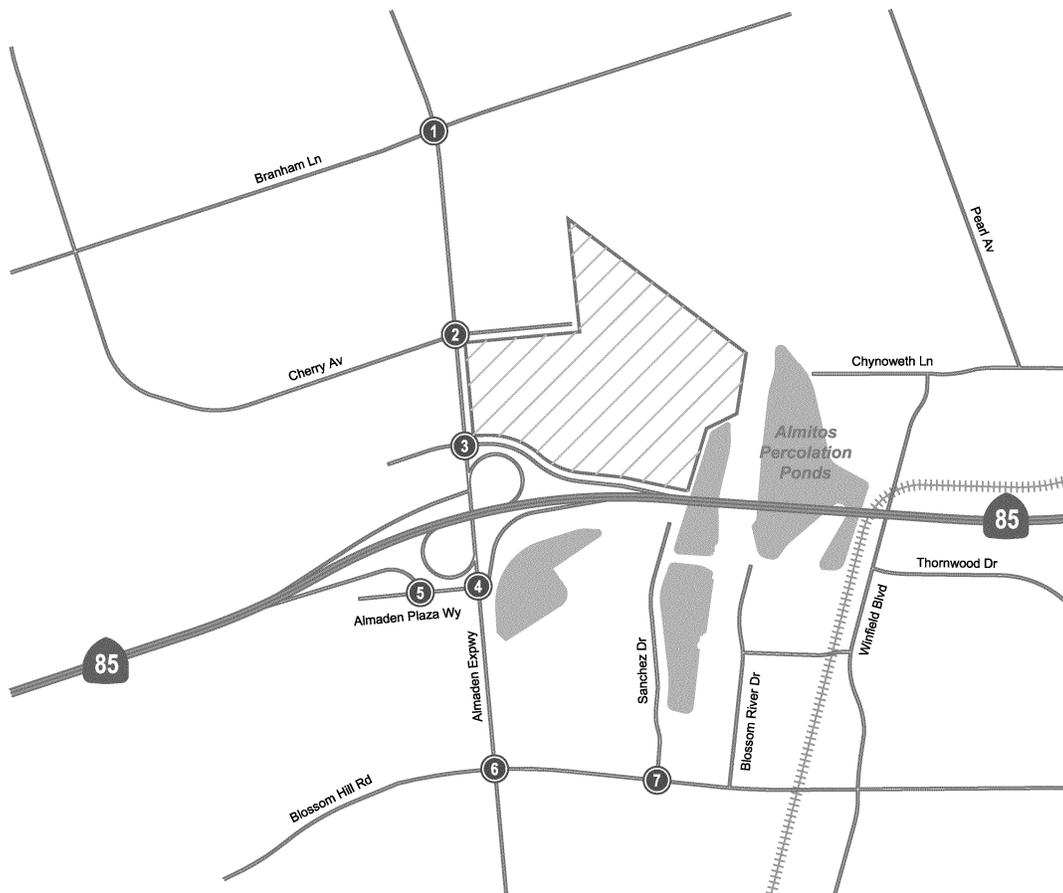
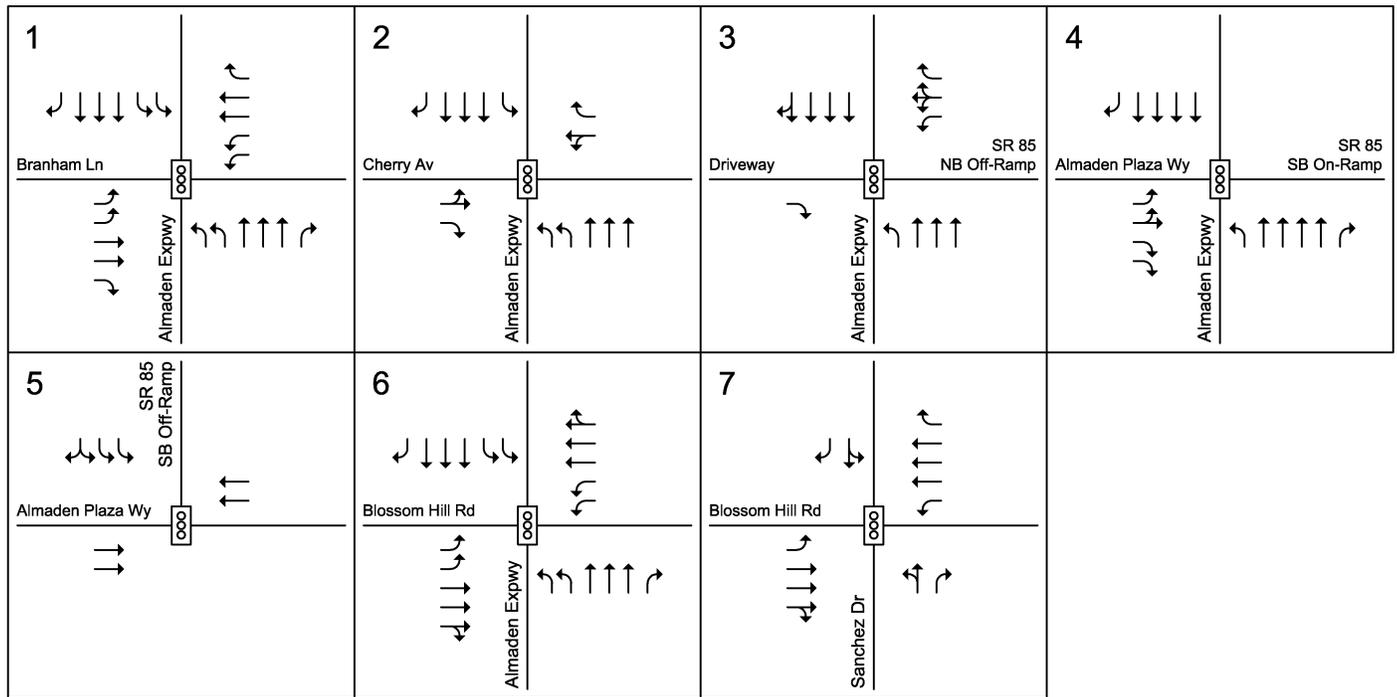
## **Existing Intersection Levels of Service**

Intersection levels of service were evaluated against City of San Jose and CMP standards. The results of the intersection level of service analysis under existing conditions are summarized in Table 3.

### ***City of San Jose Intersection Analysis***

The results of the level of service analysis show that, measured against the City of San Jose level of service policy, the study intersection of Almaden Expressway and Blossom Hill Road currently operates at an unacceptable LOS E during both the AM and PM peak hours.

All other study intersections currently operate at an acceptable LOS D or better during both the AM and PM peak hours of traffic.

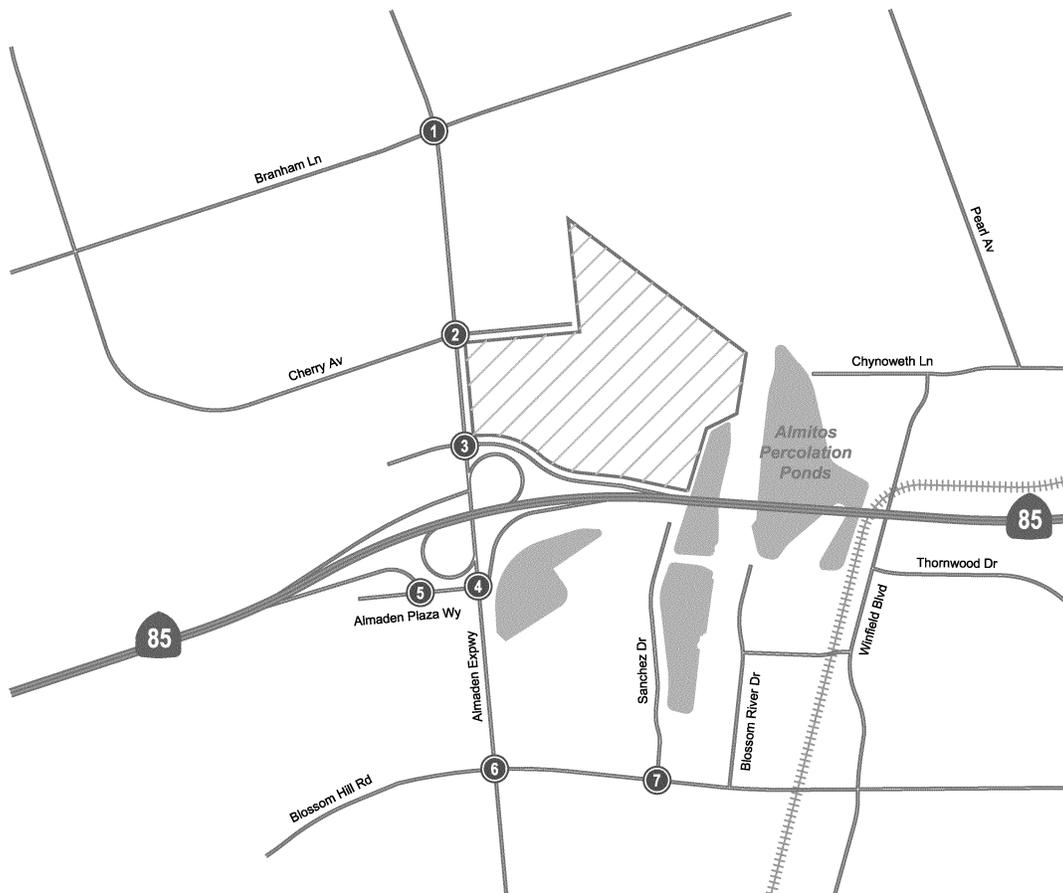


LEGEND

- = Site Location
- = Study Intersection
- = Signalized Intersection

**Figure 5**  
**Existing Lane Configurations**

<p><b>1</b></p> <p>Branham Ln</p> <p>119(308) 831(1933) 119(454)</p> <p>579(104) 491(366) 384(362)</p> <p>300(257) 392(469) 92(156)</p> <p>Almaden Expwy</p> <p>188(213) 2012(652) 178(412)</p>	<p><b>2</b></p> <p>Cherry Av</p> <p>62(93) 1330(1686) 60(97)</p> <p>25(14) 15(67) 78(197)</p> <p>104(73) 22(43) 534(544)</p> <p>Almaden Expwy</p> <p>239(383) 1980(1111) 2(3)</p>	<p><b>3</b></p> <p>Driveway</p> <p>4(35) 1825(2552)</p> <p>209(433) 5(23) 470(851)</p> <p>4(106)</p> <p>Almaden Expwy</p> <p>21(57) 2132(1085)</p> <p>SR 85 NB Off-Ramp</p>	<p><b>4</b></p> <p>Almaden Plaza Wy</p> <p>55(297) 1516(2313)</p> <p>258(620) 28(184) 380(486)</p> <p>Almaden Expwy</p> <p>4(71) 2776(1554) 1193(658)</p> <p>SR 85 SB On-Ramp</p>
<p><b>5</b></p> <p>Almaden Plaza Wy</p> <p>55(203) 647(842)</p> <p>42(333)</p> <p>50(498) →</p> <p>SR 85 SB Off-Ramp</p>	<p><b>6</b></p> <p>Blossom Hill Rd</p> <p>477(464) 1138(1743) 171(598)</p> <p>473(349) 502(616) 79(207)</p> <p>470(463) 470(736) 113(265)</p> <p>Almaden Expwy</p> <p>102(262) 2536(1244) 62(153)</p>	<p><b>7</b></p> <p>Blossom Hill Rd</p> <p>44(31) 2(1) 19(31)</p> <p>28(60) 881(994) 85(19)</p> <p>104(150) 417(1043) 72(9)</p> <p>Sanchez Dr</p> <p>0(17) 0(12) 1(6)</p>	



LEGEND

= Site Location

= Study Intersection

XX(X) = AM(PM) Peak Hour Traffic Volumes

**Figure 6**  
**Existing Traffic Volumes**

**Table 3**  
**Existing Intersection Levels of Service**

Study Number	Intersection	Peak Hour	Count Date	Avg. Delay	LOS
1	Almaden Exp & Branham Ln *	AM	10/29/2008	52.7	D
		PM	9/25/2008	47.9	D
2	Almaden Exp & Cherry Av	AM	11/12/2009	29.5	C
		PM	11/12/2009	39.2	D
3	Almaden Exp & SR 85 (North) *	AM	10/2/2008	21.4	C
		PM	9/25/2008	51.0	D
4	Almaden Exp & SR 85 (South) *	AM	10/2/2008	12.6	B
		PM	9/25/2008	26.7	C
5	SR 85 & Almaden Plaza Wy	AM	4/30/2009	4.8	A
		PM	4/30/2009	9.7	A
6	Almaden Exp & Blossom Hill Rd *	AM	10/2/2008	60.7	E
		PM	9/25/2008	60.0	E
7	Sanchez Dr & Blossom Hill Rd	AM	4/30/2009	13.8	B
		PM	4/30/2009	10.9	B

Notes:  
An asterisk ( \* ) denotes a CMP intersection.

### ***CMP Intersection Analysis***

The results of the level of service analysis show that, measured against CMP standards, all of the CMP intersections currently operate at an acceptable LOS E or better during the AM and PM peak hours of traffic.

The intersection level of service calculation sheets are included in Appendix D.

### **Existing Freeway Levels of Service**

Traffic volumes for the study freeway segments were obtained from the 2008 CMP Annual Monitoring Report, which contains the most recent data collected for freeway segments located in Santa Clara County. The results of the analysis are summarized in Table 4. The results show that the following directional freeway segments currently operate at an unacceptable LOS F during the AM peak hour of traffic:

- SR 85, northbound between SR 87 and Almaden Expressway
- SR 85, northbound between Almaden Expressway and Camden Avenue
- SR 87, northbound between SR 85 and Capitol Expressway
- SR 87, northbound between Capitol Expressway and Curtner Avenue

### **Observed Existing Traffic Conditions**

Traffic conditions were observed in the field to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect existing traffic conditions.

**Table 4  
Existing Freeway Levels of Service**

Freeway Segment	Direction	Peak Hour	Mixed-Flow Lanes				HOV Lane Traffic Volume					
			Avg. Speed/a/	# of Lanes	Volumel/a/	Density	LOS	Avg. Speed/a/	# of Lanes	Volumel/a/	Density	LOS
			Speed/a/	# of Lanes	Volumel/a/	Density	LOS	Speed/a/	# of Lanes	Volumel/a/	Density	LOS
SR 85 Blossom Hill Rd to SR 87	NB	AM	47	2	4,330	46.1	E	52	1	2,190	42.1	D
		PM	62	2	4,340	35.0	D	70	1	840	12.0	B
SR 85 SR 87 to Almaden Expwy	NB	AM	13	2	2,730	105.0	F	25	1	1,800	72.0	F
		PM	65	2	3,770	29.0	D	70	1	490	7.0	A
SR 85 Almaden Expwy to Camden Ave	NB	AM	15	2	2,850	95.0	F	19	1	1,600	84.2	F
		PM	65	2	4,030	31.0	D	70	1	560	8.0	A
SR 85 Camden Ave to Almaden Expwy	SB	AM	66	2	3,300	25.0	C	67	1	1,010	15.1	B
		PM	61	2	4,400	36.1	D	70	1	1,610	23.0	C
SR 85 Almaden Expwy to SR 87	SB	AM	66	2	3,540	26.8	D	67	1	540	8.1	A
		PM	64	2	4,100	32.0	D	70	1	1,400	20.0	C
SR 85 SR 87 to Blossom Hill Rd	SB	AM	66	2	2,640	20.0	C	67	1	340	5.1	A
		PM	55	2	4,400	40.0	D	70	1	1,820	26.0	C
SR 87 SR 85 to Capitol Expwy	NB	AM	26	2	3,640	70.0	F	54	1	2,220	41.1	D
		PM	66	2	2,510	19.0	C	70	1	490	7.0	A
SR 87 Capitol Expwy to Curtner	NB	AM	19	2	3,200	84.2	F	23	1	1,750	76.1	F
		PM	65	2	3,900	30.0	D	70	1	630	9.0	A
SR 87 Curtner Ave to Capitol Expwy	SB	AM	66	2	2,640	20.0	C	67	1	340	5.1	A
		PM	43	2	4,220	49.1	E	70	1	1,400	20.0	C
SR 87 Capitol Expwy to SR 85	SB	AM	64	2	4,230	33.0	D	67	1	470	7.0	A
		PM	65	2	4,030	31.0	D	70	1	1,330	19.0	C

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.

In general, traffic volumes on Almaden Expressway are heaviest in the northbound direction during the AM commute period and in the southbound direction during the PM commute period. The segment of Almaden Expressway between Branham Lane and Blossom Hill Road is regularly congested during the peak commute periods of the day. This is illustrated by the results of the intersection level of service analysis, which show some intersections currently operating at LOS D or LOS E. LOS D operation generally indicates moderately high vehicle delays due to some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity ratios. Under LOS E conditions, vehicle delays become even higher and individual cycle failures frequently occur.

The County of Santa Clara Roads and Airports Department is responsible for providing and maintaining good signal progression along Almaden Expressway. To accomplish this, the County has set a cycle length of just over three minutes with the majority of green time assigned to the through movements on Almaden Expressway. The result is good signal progression northbound and southbound on Almaden Expressway, but very high vehicle delays for the side streets and freeway off-ramps. This condition is typical for expressways in Santa Clara County during the peak commute periods.

The AM and PM field observations revealed that overall the study intersections operate adequately, and the level of service calculations accurately reflect existing traffic conditions. Some minor operational issues that were observed are discussed below.

*Almaden Expressway/Branham Lane* – During both the AM and PM peak hours, the westbound left-turn vehicle queues occasionally spill out of the dual left-turn pocket. However, the vehicle queues do not create any operational problems and all of the vehicles in the queues, even those that sometimes spill out of the left-turn pocket, clear the intersection in one signal cycle length.

*Almaden Expressway/SR 85 (North)* – The SR 85 northbound on-ramp from northbound Almaden Expressway is metered during the AM peak hour of traffic. During this peak traffic period, the demand for the SR 85 northbound on-ramp is high. As a result, vehicle stacking occurs within the right-turn lane onto northbound SR 85. The right-turn lane on Almaden Expressway extends from the SR 85 northbound on-ramp to the SR 85 southbound on-ramp, a length of approximately 700 feet. The loop ramp itself also provides about 700 feet of vehicle storage per lane (1 mixed-flow lane and 1 HOV lane). During the AM peak hour, vehicle queues on the loop ramp and within the northbound right-turn lane on Almaden Expressway occasionally extend back to the SR 85 southbound on-ramp. However, these intermittent vehicle queues are short-lived and do not affect the operation of the Almaden Expressway/SR 85 southbound on-ramp intersection.

During the PM peak hour, the longest vehicle queues that were observed on the SR 85 northbound off-ramp to Almaden Expressway backed up to within approximately 500 feet from the start of the off-ramp (fork off the freeway). The vehicle queues that develop on the off-ramp do not affect the flow of traffic on northbound SR 85, which is reflected in the level of service D reported for this ramp.

*Almaden Expressway/SR 85 (South)/Almaden Plaza Way* – During the PM peak hour, the eastbound left-turn vehicle queues on Almaden Plaza Way frequently extend past the SR 85 off-ramp. However, there is adequate storage west of the off-ramp on Almaden Plaza Way for the overflow of vehicles. The eastbound left-turn vehicle queues on Almaden Plaza Way between Almaden Expressway and the SR 85 southbound off-ramp always clear the intersection in one signal cycle length.

Note that although the existing level of service at this intersection is reported as LOS C, the level of service is based on average vehicle delay at the intersection as a whole. Since signal timing priority is given to Almaden Expressway, the northbound and southbound high-volume approach movements are operating with low vehicle delays, while the eastbound approach (Almaden Plaza Way) is experiencing long vehicle delays. It is important to note that the eastbound approach is operating at LOS E.

Although the existing level of service at this intersection is reported as LOS A, the level of service calculation does not take into account the vehicle stacking that occurs on Almaden Plaza Way. While there are very few conflicting movements at this intersection and there is adequate capacity to serve the existing traffic volume, LOS A operation reflects a traffic condition with very low vehicle delays. This is not completely accurate. Note that during the PM peak hour, vehicles turning left from the SR 85 southbound off-ramp toward Almaden Expressway are often blocked by the eastbound vehicle queues on Almaden

Plaza Way. As a result, some vehicles are forced to wait through a second signal cycle. However, the vehicle queues that develop on the off-ramp do not back up to the freeway or create any other significant operational problems.

No operational problems were observed at the remaining study intersections during either the AM or PM peak commute periods.

### 3.

## Existing Plus Project Conditions

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This chapter describes existing plus project traffic conditions, including the method by which project traffic is estimated. Existing plus project traffic conditions could potentially exist if the project was constructed and occupied prior to the other approved projects in the area. It is unlikely that this traffic condition would occur, since other approved projects expected to add traffic to the study area would likely be built and occupied during the time the project is going through the development review and construction process. This scenario describes a less congested traffic condition, since it ignores any potential traffic from prior approvals. Existing plus project conditions also does not include any planned and funded roadway improvements that have not been constructed.

This traffic analysis assumes the project would include the development of up to 400,000 square feet of retail uses on the east side of Almaden Expressway, just north of SR 85. Access to the project site would be provided via Almaden Expressway, Cherry Avenue and a new Sanchez Drive connection.

### Transportation Network Under Existing Plus Project Conditions

It is assumed in this analysis that the transportation network under existing plus project conditions would be the same as the existing transportation network, with the following exception:

*Sanchez Drive Connection* – The project would extend Sanchez Drive northward to connect up with Cherry Avenue, thereby providing additional access to the project site. The Sanchez Drive connection would be built to City of San Jose public street standards.

### Project Trip Estimates

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

#### ***Trip Generation***

Trips generated by any new development can be estimated based on counts of existing development of the same land use type. The City of San Jose has used count data of existing development that has been collected over the years to derive a list of trip generation rates for the most common land uses. The trip generation rates that have been developed can be applied to new development within the City to help predict future traffic increases that would result from the new development. These recommended rates

are detailed in the *San Jose Impact Analysis Handbook*, August 2008. Therefore, trip generation resulting from new development proposed within the City of San Jose typically is estimated by multiplying the City's established trip generation rates by the size of the development.

**Retail PM Pass-By Trip Reduction**

A retail pass-by trip reduction of 25 percent (standard for the City of San Jose and other cities in Santa Clara County) was applied to the PM peak hour trip generation estimates for the proposed retail space. Trip generation for retail uses typically are adjusted to account for pass-by-trips during the PM peak period of traffic. Pass-by-trips are trips that would already be on the adjacent roadways (and so are already counted in the background traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the PM peak hour level of service analysis of intersections, except for those intersections on Almaden Expressway that would provide direct access to the project site (Almaden Expressway/Cherry Avenue intersection).

After applying the City of San Jose trip rates and the standard pass-by trip reduction for retail uses, constructing a 400,000 square-foot retail center would generate 20,000 daily vehicle trips, with 400 new trips occurring during the AM peak hour and 1,350 new trips occurring during the PM peak hour. Using the inbound/outbound splits recommended by the City of San Jose, the project would produce 280 inbound and 120 outbound trips during the AM peak hour, and 675 inbound and 675 outbound trips during the PM peak hour. The project trip generation estimates are presented below in Table 5.

**Table 5  
Project Trip Generation Estimates**

Land Use	Size	Daily Rate /a/	Daily Trips	AM Peak Hour				PM Peak Hour			
				Pk-Hr Factor	In	Out	Total	Pk-Hr Factor	In	Out	Total
Retail /b/	400 KSF	50.0	20,000	0.02	280	120	400	0.09	900	900	1,800
<i>Pass-by Reduction /c/</i>									-225	-225	-450
Net Trips:			20,000		280	120	400		675	675	1,350

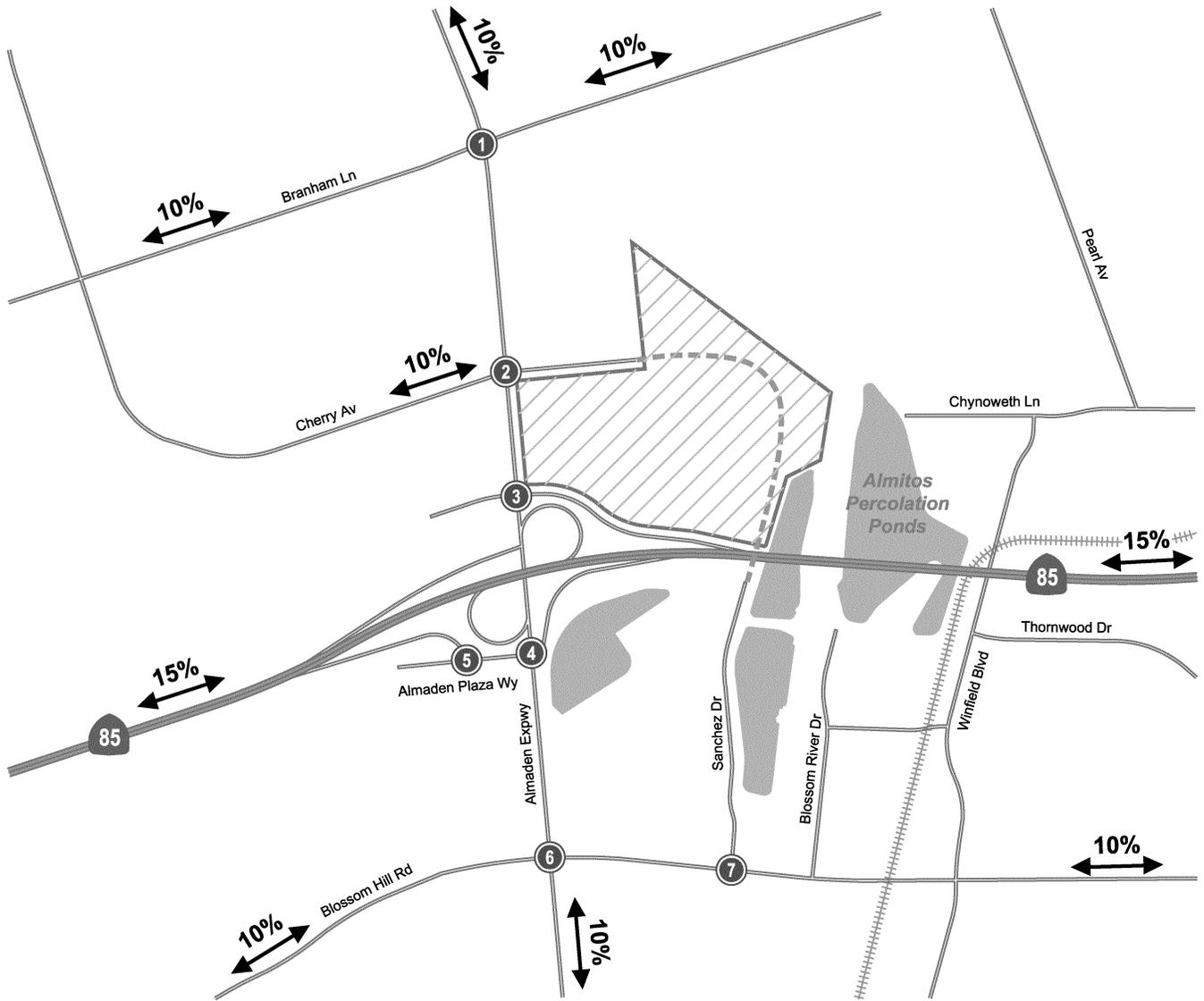
**Notes:**  
/a/ Rate per 1,000 square feet.  
/b/ Rates based on the *San Jose Traffic Impact Analysis Handbook, August 2008*.  
/c/ A pass-by trip reduction of 25% was applied to the retail use during the PM peak hour.

***Trip Distribution***

The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The project trip distribution pattern is shown graphically on Figure 7.

***Trip Assignment***

The peak hour trips generated by the proposed project were assigned to the roadway system in accordance with the trip distribution pattern discussed above. The trip assignment assumes that the project would extend Sanchez Drive northward to Cherry Avenue, and that Sanchez Drive would be built to City of San Jose public street standards. The project also proposes a right-turn inbound only driveway on Almaden Expressway. The project trips are shown graphically on Figure 8.



LEGEND

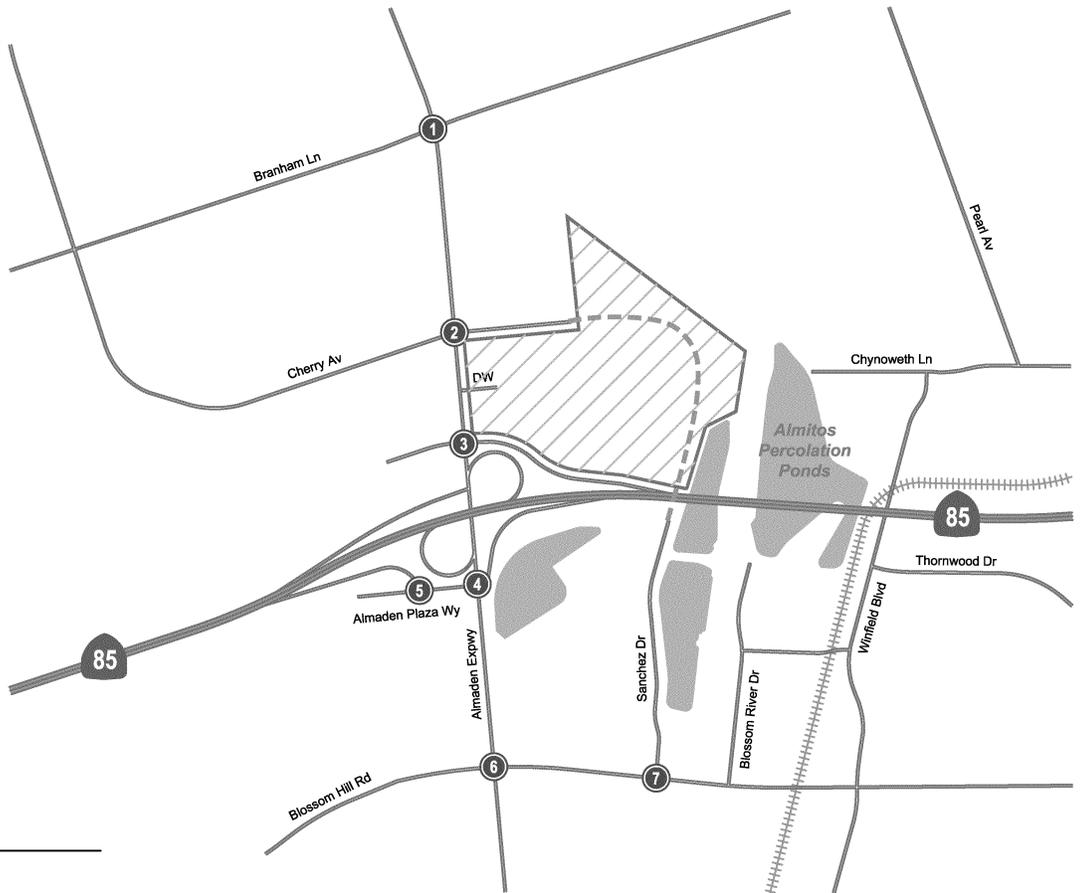
-  = Site Location
-  = Study Intersection
-  = Proposed Sanchez Dr. Connection

**Figure 7**  
**Project Trip Distribution Pattern**

<p><b>1</b></p> <p>Branham Ln</p> <p>28(68)</p> <p>28(68)</p> <p>Almaden Expwy</p> <p>12(68)</p> <p>12(68)</p> <p>12(68)</p>	<p><b>2</b></p> <p>Cherry Av</p> <p>84(203)</p> <p>36(203)</p> <p>12(68)</p> <p>48(270)</p> <p>28(68)</p> <p>Almaden Expwy</p> <p>31(74)</p>	<p><b>3</b></p> <p>Driveway</p> <p>48(270)</p> <p>42(101)</p> <p>Almaden Expwy</p> <p>70(169)</p> <p>SR 85 NB Off-Ramp</p>	<p><b>4</b></p> <p>Almaden Plaza Wy</p> <p>12(68)</p> <p>SR 85 SB On-Ramp</p> <p>42(101)</p> <p>Almaden Expwy</p> <p>28(68)</p>
<p><b>5</b></p> <p>Almaden Plaza Wy</p> <p>42(101)</p> <p>SR 85 SB Off-Ramp</p>	<p><b>6</b></p> <p>Blossom Hill Rd</p> <p>6(34)</p> <p>6(34)</p> <p>6(34)</p> <p>6(34)</p> <p>14(34)</p> <p>14(34)</p> <p>Almaden Expwy</p> <p>14(34)</p> <p>14(34)</p>	<p><b>7</b></p> <p>Blossom Hill Rd</p> <p>12(68)</p> <p>12(68)</p> <p>28(68)</p> <p>Almaden Expwy</p> <p>31(74)</p> <p>81(196)</p> <p>Driveway</p>	

**PM Pass-By Trips**

<p>(-4)</p> <p>(-64)</p> <p>(+68)</p>	<p>(+129)</p> <p>(+13)</p> <p>(+83)</p> <p>Chynoweth Av</p>
<p>(+22)</p> <p>(-3)</p> <p>(-19)</p>	<p>(-9)</p> <p>(-126)</p> <p>(+34)</p> <p>Driveway</p>
<p>Almaden Expwy</p> <p>(-101)</p> <p>(+101)</p>	



**LEGEND**

= Site Location

= Study Intersection

XX(XX) = AM(PM) Peak Hour Traffic Volumes

= Proposed Sanchez Dr. Connection

**Figure 8**  
**Retail Project Trip Assignment**

### **Reassignment of Traffic due to Sanchez Drive Connection**

The project is proposing to connect Sanchez Drive northerly to the project site under the SR 85 overpass. Sanchez Drive currently terminates south of SR 85. This connection will provide a secondary access from Blossom Hill. Since Sanchez Drive will be extended northward and connected to Cherry Avenue along the project frontage, it is reasonable to assume that some of the traffic that currently travels westbound on Blossom Hill Road to northbound Almaden Expressway, and vice versa, would utilize Sanchez Drive as an alternative route. Accordingly, traffic forecasts were prepared using the City of San Jose 2035 model to estimate the amount of existing traffic that would potentially be diverted from Blossom Hill Road and Almaden Expressway to Sanchez Drive when connected to Cherry Avenue. The model estimated a 5 percent reassignment of existing peak hour traffic from each of the following routes: 1) westbound Blossom Hill to northbound Almaden, and 2) southbound Almaden to eastbound Blossom Hill. Figure 9 shows the reassigned existing peak hour traffic volumes as a result of the Sanchez connection.

### **Existing Plus Project Traffic Volumes**

The project trips were added to existing traffic volumes to obtain existing plus project traffic volumes. The existing plus project traffic volumes at the study intersections are shown graphically on Figure 10. Traffic volumes for all components of traffic are tabulated in Appendix C.

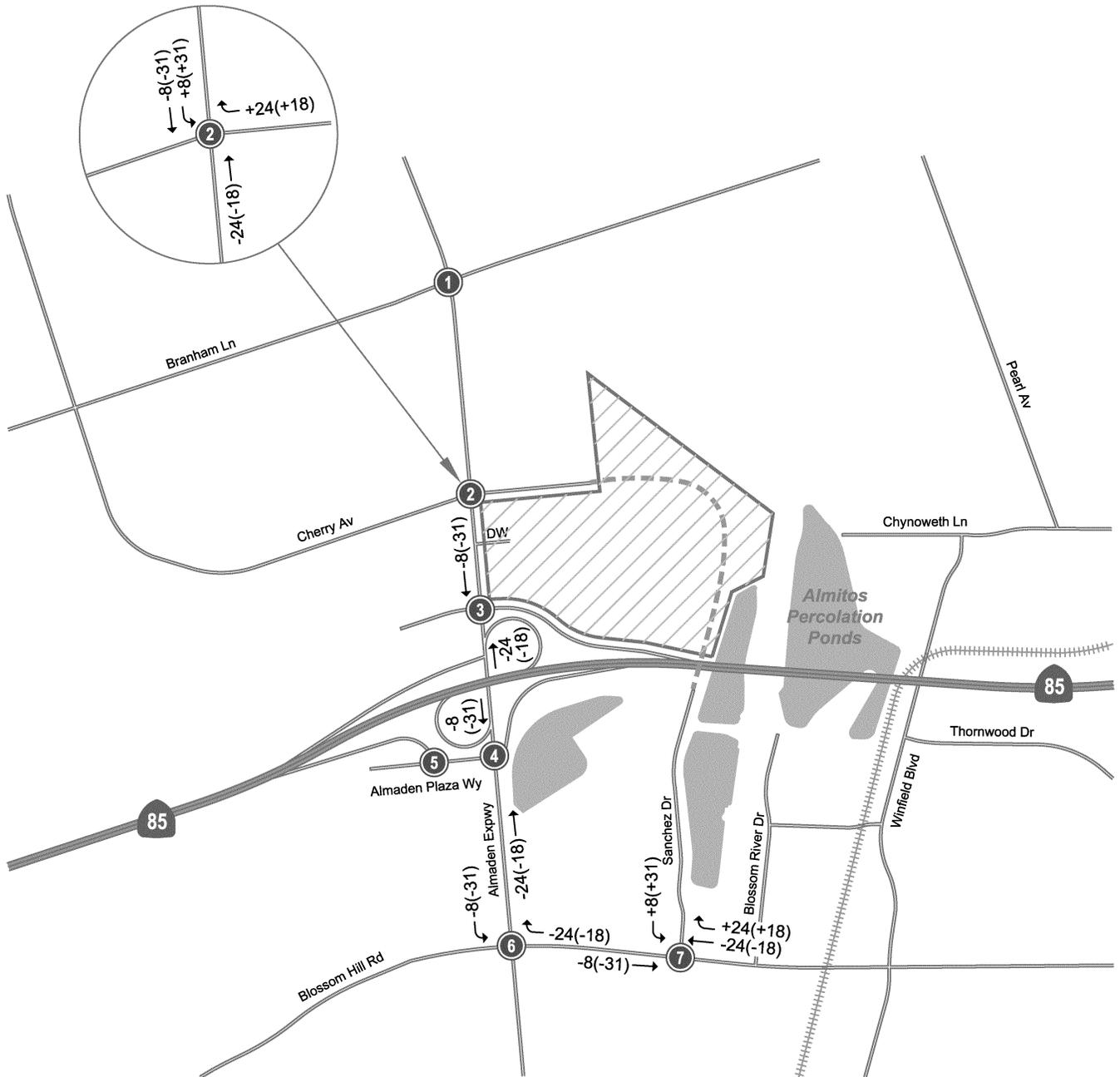
### **Intersection Levels of Service Under Existing Plus Project Conditions**

The results of the intersection level of service analysis under existing plus project conditions are summarized in Table 6. The results show that the study intersection of Almaden Expressway and Blossom Hill Road would continue to operate at LOS E during the AM and PM peak hours. Note that the average delay at this intersection improves under existing plus project conditions during the AM peak hour due to the reassignment of existing traffic that would occur with the Sanchez Drive connection. The remaining study intersections would operate at LOS D or better during both the AM and PM peak hours.

**Table 6**  
**Existing Plus Project Intersection Levels of Service**

Study Number	Intersection	Peak Hour	Existing		Existing + Project	
			Avg. Delay	LOS	Avg. Delay	LOS
1	Almaden Exp & Branham Ln *	AM	52.7	D	53.1	D
		PM	47.9	D	50.6	D
2	Almaden Exp & Cherry Av	AM	29.5	C	33.5	C
		PM	39.2	D	54.0	D
3	Almaden Exp & SR 85 (North) *	AM	21.4	C	22.2	C
		PM	51.0	D	53.1	D
4	Almaden Exp & SR 85 (South) *	AM	12.6	B	13.1	B
		PM	26.7	C	29.3	C
5	SR 85 & Almaden Plaza Wy	AM	4.8	A	4.7	A
		PM	9.7	A	9.7	A
6	Almaden Exp & Blossom Hill Rd *	AM	60.7	E	58.9	E
		PM	60.0	E	61.4	E
7	Sanchez Dr & Blossom Hill Rd	AM	13.8	B	15.2	B
		PM	10.9	B	18.1	B

**Notes:**  
An asterisk ( \* ) denotes a CMP intersection.

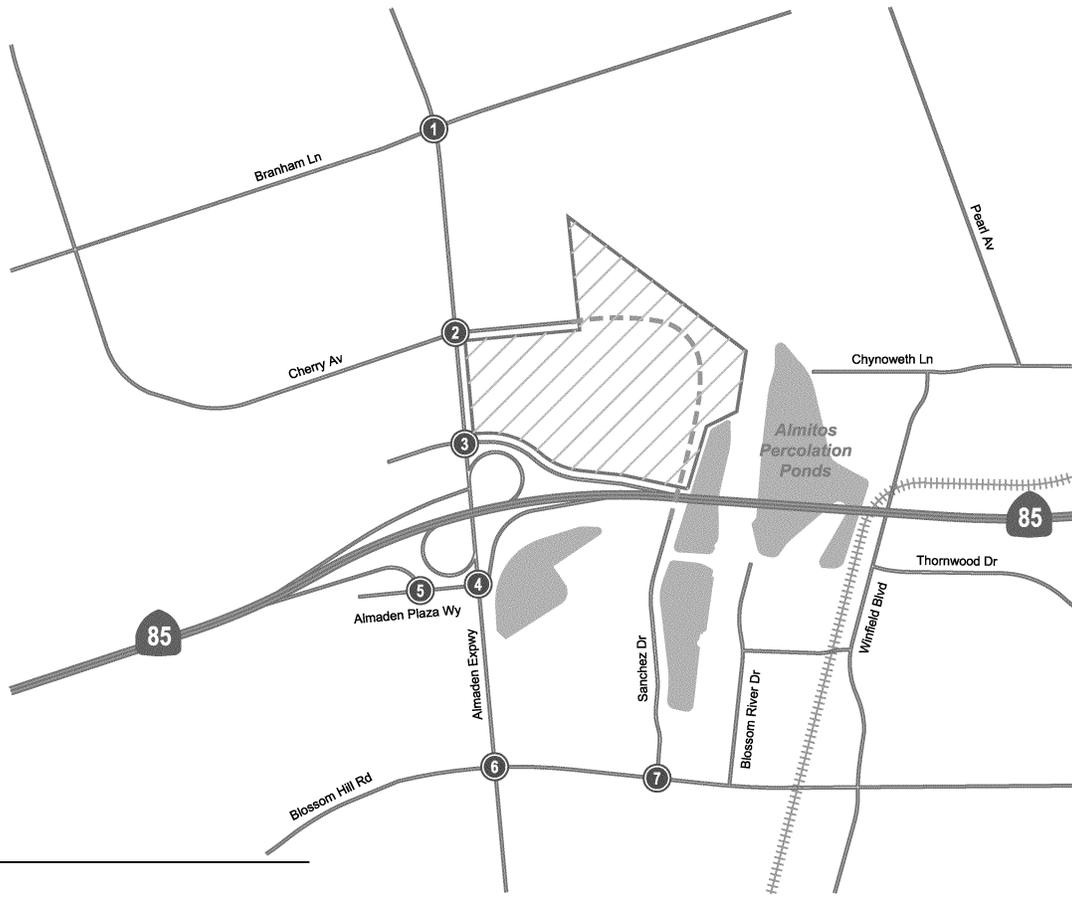


**LEGEND**

-  = Site Location
-  = Study Intersection
-  = Proposed Sanchez Dr. Connection

**Figure 9**  
**Reassignment of Existing Traffic**  
**Due to Sanchez Drive Connection**

<p><b>1</b></p> <p>Branham Ln</p> <p>119(308) 859(2001) 119(454)</p> <p>579(104) 491(366) 412(430)</p> <p>Almaden Expwy</p> <p>200(281) 2024(720) 190(480)</p> <p>300(257) 392(469) 120(224)</p>	<p><b>2</b></p> <p>Cherry Av</p> <p>62(93) 1322(1655) 152(331)</p> <p>85(235) 27(135) 126(467)</p> <p>Almaden Expwy</p> <p>239(383) 1956(1093) 33(77)</p> <p>104(73) 50(111) 534(544)</p>	<p><b>3</b></p> <p>Driveway</p> <p>4(35) 1865(2791)</p> <p>251(534) 5(23) 470(851)</p> <p>Almaden Expwy</p> <p>21(57) 2178(1236)</p> <p>4(106)</p> <p>SR 85 NB Off-Ramp</p>	<p><b>4</b></p> <p>Almaden Plaza Wy</p> <p>55(297) 1520(2350)</p> <p>SR 85 SB On-Ramp</p> <p>300(721) 28(184) 380(486)</p> <p>Almaden Expwy</p> <p>4(71) 2780(1604) 1193(658)</p>
<p><b>5</b></p> <p>Almaden Plaza Wy</p> <p>55(203) 689(943)</p> <p>SR 85 SB Off-Ramp</p> <p>42(333)</p> <p>50(498) →</p>	<p><b>6</b></p> <p>Blossom Hill Rd</p> <p>483(498) 1144(1777) 163(567)</p> <p>449(331) 508(650) 85(241)</p> <p>Almaden Expwy</p> <p>102(262) 2550(1278) 76(187)</p> <p>484(497) 484(770) 113(265)</p>	<p><b>7</b></p> <p>Blossom Hill Rd</p> <p>56(99) 2(1) 39(130)</p> <p>80(146) 857(976) 85(19)</p> <p>Sanchez Dr</p> <p>0(17) 0(12) 1(6)</p> <p>132(218) 409(1012) 72(9)</p>	



**LEGEND**

-  = Site Location
-  = Study Intersection
- XX(XX) = AM(PM) Peak Hour Traffic Volumes
- - - - = Proposed Sanchez Dr. Connection

**Figure 10**  
**Existing Plus Project Traffic Volumes**

The results of the level of service analysis show that all of the CMP study intersections would operate at LOS E or better during the AM and PM peak hours of traffic.

The level of service calculation sheets are included in Appendix D.

### ***Planned Improvements***

The County of Santa Clara plans to implement major improvements along Almaden Expressway in the project study area. The improvements are funded and construction is scheduled to begin in Summer of 2011. Additional through lanes will be added to Almaden Expressway in both directions at various locations between Branham Lane and Blossom Hill Road, generally resulting in 4 travel lanes in each direction along this entire stretch of roadway.

Specific improvements to the Almaden Expressway and Blossom Hill Road intersection include adding a fourth northbound through lane, adding a third eastbound left-turn lane, and extending the westbound right-turn pocket. Additional roadway improvements associated with the Almaden Expressway Widening Plan are described in Chapter 4.

## 4. Background Conditions

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This chapter presents background traffic conditions, which are defined as conditions just prior to completion of the proposed project. It describes the planned transportation system, the procedure used to determine background traffic volumes, and the resulting traffic conditions. The background scenario predicts a realistic traffic condition that would occur as approved development gets built and occupied.

### Background Transportation Network

At the guidance of the City of San Jose, it was assumed in this analysis that the transportation network under background conditions would be the same as the existing transportation network with the exception of some funded Santa Clara County improvements associated with the Almaden Expressway Widening Plan. Additional through lanes will be added to Almaden Expressway in both directions at various locations between Branham Lane and Blossom Hill Road, generally resulting in 4 travel lanes in each direction. Additional funded County improvements include:

*Almaden Expressway/Cherry Avenue* – A dedicated right-turn only lane from northbound Almaden Expressway onto Cherry Avenue will be provided where right turns currently are prohibited. The southwest corner, free-running right-turn lane will be eliminated to construct a pedestrian friendly square corner for operational benefit.

*Almaden Expressway/SR 85 Ramps (North)* – An eastbound left-turn lane will be constructed to allow left turns onto northbound Almaden Expressway from the Best Buy driveway.

*Almaden Expressway/SR 85 Ramps (South)* – An eastbound left-turn lane will be added to the west leg of this intersection (Almaden Plaza Way), which will provide additional vehicle storage between Almaden Expressway and the SR 85 southbound off-ramp.

*Almaden Expressway/Blossom Hill Road* – A third eastbound left-turn lane and a dedicated westbound right-turn lane will be constructed on Blossom Hill Road.

### Background Traffic Volumes

Background peak hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments was obtained from the City of San Jose's Approved Trips Inventory (ATI) database. The background traffic scenario predicts a realistic traffic condition that would occur as approved development gets built.

In addition to the City's ATI, trips that could potentially be generated by re-occupancy of the vacant 92,500 s.f. Home Depot Expo Design Center building on Almaden Expressway were estimated and added to existing traffic volumes, since that building could be reoccupied and generating traffic prior to

construction and/or occupancy of the proposed Almaden Ranch Retail Center project. The potential trips were estimated using rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation*, 8<sup>th</sup> Edition, for a Free-Standing Discount Superstore (ITE Land Use 813).

Background traffic volumes are shown on Figure 11. The ATI is contained in Appendix B.

## Intersection Levels of Service Under Background Conditions

Intersection levels of service were evaluated against City of San Jose and CMP standards. The results of the intersection level of service analysis under background conditions are summarized in Table 7.

**Table 7**  
**Background Intersection Levels of Service**

Study Number	Intersection	Peak Hour	Existing		Background /a/	
			Avg. Delay	LOS	Avg. Delay	LOS
1	Almaden Exp & Branham Ln *	AM	52.7	D	53.6	D
		PM	47.9	D	48.3	D
2	Almaden Exp & Cherry Av	AM	29.5	C	40.9	D
		PM	39.2	D	58.7	E
3	Almaden Exp & SR 85 (North) *	AM	21.4	C	23.1	C
		PM	51.0	D	74.6	E
4	Almaden Exp & SR 85 (South) *	AM	12.6	B	12.6	B
		PM	26.7	C	25.1	C
5	SR 85 & Almaden Plaza Wy	AM	4.8	A	4.7	A
		PM	9.7	A	9.7	A
6	Almaden Exp & Blossom Hill Rd *	AM	60.7	E	44.9	D
		PM	60.0	E	52.1	D
7	Sanchez Dr & Blossom Hill Rd	AM	13.8	B	13.8	B
		PM	10.9	B	13.4	B

**Notes:**  
An asterisk ( \* ) denotes a CMP intersection.  
/a/ Improvements are planned for intersections # 2, 3, 4 and 6 as part of the Almaden Expressway Widening Plan.

### City of San Jose Intersection Analysis

The results of the level of service analysis show that, measured against the City of San Jose level of service policy, the following study intersections would operate at unacceptable levels of service under background conditions:

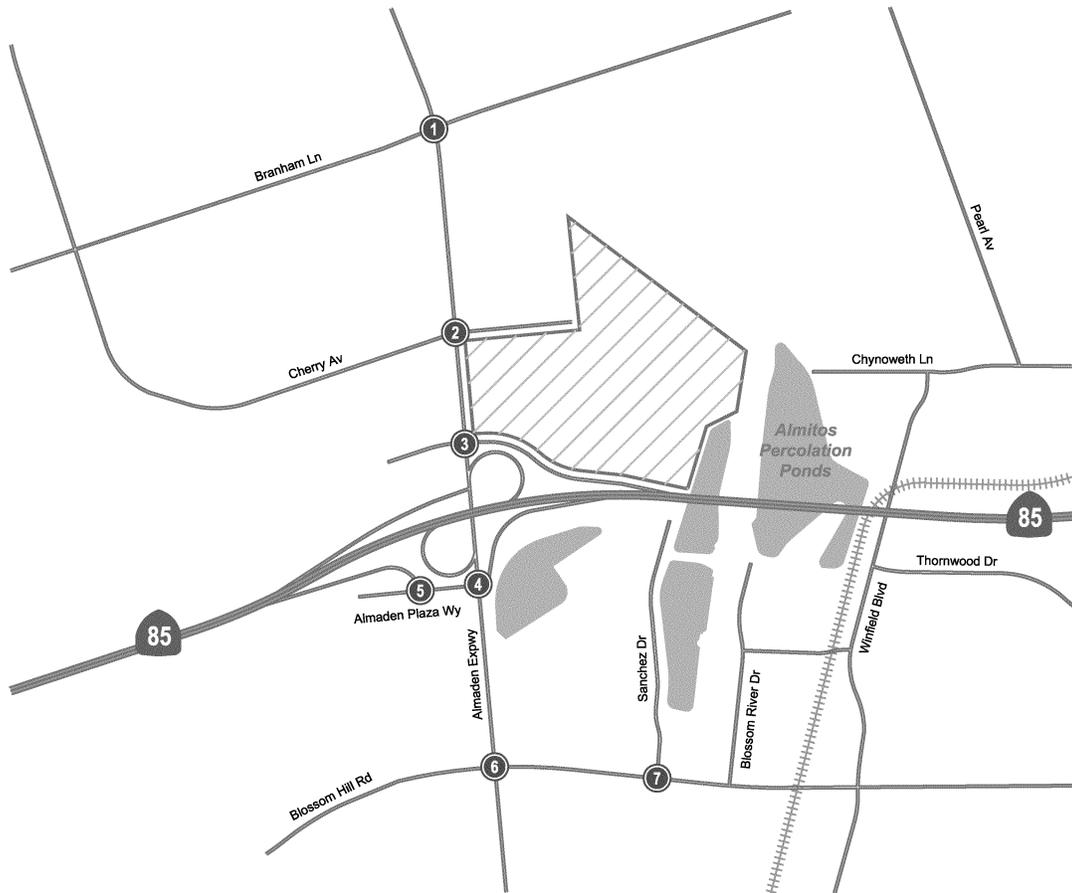
- Almaden Expressway and Cherry Avenue – LOS E during the PM peak hour
- Almaden Expressway and SR 85 (North) – LOS E during the PM peak hour

All other study intersections would operate at an acceptable LOS D or better under background conditions during both the AM and PM peak hours of traffic.

### CMP Intersections

The results of the level of service analysis show that, measured against CMP standards, all of the CMP intersections would operate at an acceptable LOS E or better under background conditions during the AM and PM peak hours.

<p><b>1</b></p> <p>Branham Ln</p> <p>124(323) 859(2023) 120(469)</p> <p>581(104) 493(366) 395(378)</p> <p>312(261) 401(472) 103(172)</p> <p>Almaden Expwy</p> <p>198(232) 2087(685) 190(433)</p>	<p><b>2</b></p> <p>Cherry Av</p> <p>62(93) 1366(1738) 60(97)</p> <p>25(14) 15(67) 78(197)</p> <p>104(73) 22(43) 543(560)</p> <p>Almaden Expwy</p> <p>246(399) 2005(170) 2(3)</p>	<p><b>3</b></p> <p>Driveway</p> <p>39(119) 1845(2614)</p> <p>209(434) 18(55) 470(855)</p> <p>29(133) 43(188)</p> <p>Almaden Expwy</p> <p>60(151) 2207(1041)</p> <p>SR 85 NB Off-Ramp</p>	<p><b>4</b></p> <p>Almaden Plaza Wy</p> <p>58(306) 1542(2397)</p> <p>272(644) 28(184) 380(486)</p> <p>Almaden Expwy</p> <p>4(71) 2873(1571) 1202(660)</p> <p>SR 85 SB On-Ramp</p>
<p><b>5</b></p> <p>Almaden Plaza Wy</p> <p>55(203) 660(867)</p> <p>42(333)</p> <p>50(498) →</p> <p>SR 85 SB Off-Ramp</p>	<p><b>6</b></p> <p>Blossom Hill Rd</p> <p>490(491) 1156(1810) 178(598)</p> <p>484(365) 507(616) 80(207)</p> <p>487(484) 473(737) 113(265)</p> <p>Almaden Expwy</p> <p>104(263) 2607(1272) 62(154)</p>	<p><b>7</b></p> <p>Blossom Hill Rd</p> <p>44(31) 2(1) 19(31)</p> <p>28(60) 890(1010) 85(19)</p> <p>104(150) 424(1059) 72(9)</p> <p>Sanchez Dr</p> <p>0(17) 0(12) 1(6)</p>	



LEGEND

= Site Location

= Study Intersection

XX(XX) = AM(PM) Peak Hour Traffic Volumes

Figure 11

Background Traffic Volumes

***Almaden Expressway and Blossom Hill Road***

Note that the average delay at the Almaden/Blossom Hill intersection improves significantly under background conditions when compared to existing conditions due to the planned County improvements at this intersection. Specific improvements include adding a fourth northbound through lane, adding a third eastbound left-turn lane, and extending the westbound right-turn pocket.

The intersection level of service calculation sheets are included in Appendix D.

## 5. Background Plus Project Conditions

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This chapter describes near-term traffic conditions that most likely would occur when the project is complete. It includes a description of the City of San Jose significance criteria used to establish what constitutes a project impact, a description of the transportation system under background plus project conditions, the method by which project traffic is estimated, and any impacts caused by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts. This traffic scenario represents a more congested traffic condition than the existing plus project scenario, since it includes traffic generated by approved projects in the area that are built and occupied.

This traffic analysis assumes the project would include the development of up to 400,000 square feet of retail uses on the east side of Almaden Expressway, just north of SR 85. Access to the project site would be provided via Almaden Expressway, Cherry Avenue and a new Sanchez Drive connection.

### Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant impacts on signalized intersections are based on City of San Jose Level of Service standards. The City of San Jose LOS Policy is the adopted established threshold for CEQA. Project impacts also were analyzed according to the County Congestion Management Program (CMP) methodology for the four CMP study intersections and five study freeway segments.

#### *City of San Jose Definition of Significant Intersection Impacts*

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

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

### ***CMP Definition of Significant Intersection Impacts***

The definition of a significant impact at a CMP intersection is the same as for the City of San Jose, except that the CMP standard for acceptable level of service at a CMP intersection is LOS E or better. A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to background conditions or better.

### ***CMP Definition of Significant Freeway Segment Impacts***

The CMP defines an acceptable level of service for freeway segments as LOS E or better. A project is said to create a significant impact on traffic conditions on a freeway segment if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F under background plus project conditions, or
2. The level of service on the freeway segment is LOS F under background plus project conditions and the number of project trips on that segment constitutes at least one percent of capacity on that segment.

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

## **Transportation Network Under Background Plus Project Conditions**

It is assumed in this analysis that the transportation network under background plus project conditions would be the same as the background transportation network, with the following exceptions:

*Sanchez Drive Connection* – The project would extend Sanchez Drive northward to connect to Cherry Avenue, thereby providing additional access to the project site. The Sanchez Drive connection would be built to City of San Jose public street standards and may require an encroachment permit from Caltrans.

## **Project Trip Estimates**

Based on the project trip generation estimates presented in Chapter 3, constructing a 400,000 square-foot retail center would generate 20,000 daily vehicle trips, with 400 new trips occurring during the AM peak hour and 1,350 new trips occurring during the PM peak hour. Using the inbound/outbound splits recommended by the City of San Jose, the project would produce 280 inbound and 120 outbound trips during the AM peak hour, and 675 inbound and 675 outbound trips during the PM peak hour.

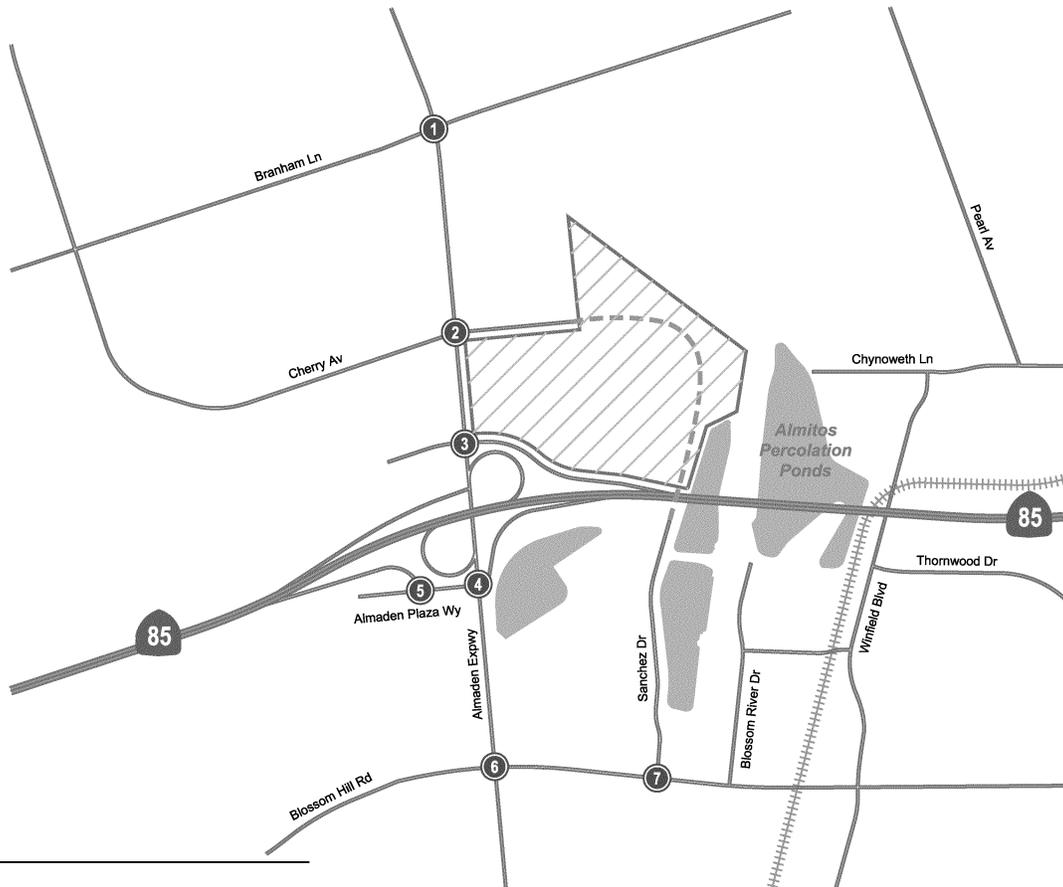
## **Background Plus Project Traffic Volumes**

The project trips were added to background traffic volumes to obtain background plus project traffic volumes. The background plus project traffic volumes at the study intersections are shown graphically on Figure 12. Traffic volumes for all components of traffic are tabulated in Appendix C.

## **Intersection LOS Under Background Plus Project Conditions**

Intersection levels of service were evaluated against the City of San Jose Level of Service Policy. The results of the level of service analysis under background plus project conditions are summarized in Table 8. The results show that the intersections of Almaden Expressway/Cherry Avenue and Almaden Expressway/SR 85 (North) would be significantly impacted by the project, according to City of San Jose impact criteria. The project impacts and proposed improvements to mitigate the impacts are described below.

<p><b>1</b></p> <p>Branham Ln</p> <p>124(323) 887(2091) 120(469)</p> <p>581(104) 493(366) 423(446)</p> <p>Almaden Expwy</p> <p>312(261) 401(472) 131(240)</p> <p>210(300) 2099(753) 202(501)</p>	<p><b>2</b></p> <p>Cherry Av</p> <p>62(89) 1358(1643) 152(399)</p> <p>85(364) 27(148) 126(550)</p> <p>Almaden Expwy</p> <p>104(70) 50(133) 543(541)</p> <p>246(390) 1981(1026) 33(111)</p>	<p><b>3</b></p> <p>Driveway</p> <p>39(119) 1885(2853)</p> <p>251(535) 18(55) 470(855)</p> <p>Almaden Expwy</p> <p>29(133) 43(188)</p> <p>SR 85 NB Off-Ramp</p> <p>60(151) 2253(1192)</p>	<p><b>4</b></p> <p>Almaden Plaza Wy</p> <p>58(306) 1546(2434)</p> <p>SR 85 SB On-Ramp</p> <p>314(745) 28(184) 380(486)</p> <p>Almaden Expwy</p> <p>4(71) 2877(1621) 1202(660)</p>
<p><b>5</b></p> <p>Almaden Plaza Wy</p> <p>55(203) 702(968)</p> <p>SR 85 SB Off-Ramp</p> <p>42(333)</p> <p>50(498) →</p>	<p><b>6</b></p> <p>Blossom Hill Rd</p> <p>496(525) 1162(1844) 170(567)</p> <p>460(347) 513(650) 86(241)</p> <p>Almaden Expwy</p> <p>501(518) 487(771) 113(265)</p> <p>104(263) 2621(1306) 76(188)</p>	<p><b>7</b></p> <p>Blossom Hill Rd</p> <p>56(99) 2(1) 39(130)</p> <p>80(146) 866(992) 85(19)</p> <p>Sanchez Dr</p> <p>132(218) 416(1028) 72(9)</p> <p>0(17) 0(12) 1(6)</p>	



LEGEND

= Site Location

= Study Intersection

XX(XX) = AM(PM) Peak Hour Traffic Volumes

= Proposed Sanchez Dr. Connection

Figure 12

Background Plus Project Traffic Volumes

**Table 8**  
**Intersection Levels of Service Under Background Plus Project Conditions**

Study Number	Intersection	Peak Hour	Existing		Background /a/		Background + Project			
			Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	Incr. In Crit. Delay	Incr. In Crit. V/C	
1	Almaden Exp & Branham Ln *	AM	52.7	D	53.6	D	54.1	D	0.0	0.002
		PM	47.9	D	48.3	D	51.2	D	5.2	0.059
2	Almaden Exp & Cherry Av	AM	29.5	C	40.9	D	51.3	D	16.1	0.087
		PM	39.2	D	58.7	E	<b>91.6</b>	<b>F</b>	<b>51.8</b>	<b>0.305</b>
	<i>with mitigation</i>					58.0	E			
3	Almaden Exp & SR 85 (North) *	AM	21.4	C	23.1	C	23.9	C	8.1	0.020
		PM	51.0	D	74.6	E	<b>75.8</b>	<b>E</b>	<b>13.3</b>	<b>0.066</b>
	<i>with mitigation</i>					69.9	E			
4	Almaden Exp & SR 85 (South) *	AM	12.6	B	12.6	B	13.2	B	0.0	0.000
		PM	26.7	C	25.1	C	27.8	C	4.9	0.042
5	SR 85 & Almaden Plaza Wy	AM	4.8	A	4.7	A	4.7	A	0.0	0.015
		PM	9.7	A	9.7	A	9.7	A	-0.1	0.036
6	Almaden Exp & Blossom Hill Rd *	AM	60.7	E	44.9	D	44.2	D	-1.3	-0.009
		PM	60.0	E	52.1	D	52.9	D	1.5	0.006
7	Sanchez Dr & Blossom Hill Rd	AM	13.8	B	13.8	B	15.2	B	2.1	0.021
		PM	10.9	B	13.4	B	18.0	B	6.0	0.101

**Notes:**  
 An asterisk ( \* ) denotes a CMP intersection.  
**BOLD** with outline indicates a significant project impact.  
 /a/ Improvements are planned for intersections # 2, 3, 4 and 6 as part of the Almaden Expressway Widening Plan.

### **Almaden Expressway and Cherry Avenue**

**Impact:** This intersection would operate at LOS E during the PM peak hour under background conditions, and the added trips as a result of the project would cause the average critical delay to increase by more than four seconds and the v/c ratio to increase by more than one percent (0.01). Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

**Mitigation:** The intersection of Almaden Expressway and Cherry Avenue shall be fully built out, including the addition of a fourth northbound through lane; the addition of a second southbound left-turn lane; the conversion of the eastbound and westbound approaches from permitted to protected left-turn phasing; the construction of the westbound approach to include two left-turn lanes, one through lane and one right-turn lane; and the provision of a separate eastbound through lane. The mitigation would improve the intersection level of service to LOS E with an average vehicle delay of 58.0 seconds, which is better than that calculated under background conditions. The proposed improvements are shown conceptually on Figure 13.

### **Almaden Expressway and SR 85 (North)**

**Impact:** This CMP intersection would operate at LOS E during the PM peak hour under background conditions, and the added trips as a result of the project would cause the average critical delay to increase by more than four seconds and the v/c ratio to increase by more than one percent (0.01). Based on City of San Jose level of service impact criteria, this constitutes a significant impact.



Conceptual Design of Proposed Improvements



**Mitigation:** A fourth northbound through lane along the entire project frontage on Almaden Expressway shall be constructed to create a receiving lane for the westbound right-turn movement from the SR 85 northbound off-ramp, which would allow vehicles to make a right turn on red onto northbound Almaden Expressway; and the lanes on the SR 85 northbound off-ramp shall be reconfigured to provide one dedicated left-turn lane, one shared through/left-turn lane, and one dedicated right-turn lane. The mitigation would reduce the average vehicle delay at the intersection to 69.9 seconds, which is better than that calculated under background conditions.

Implementation of the above mitigation measures will meet the City of San Jose's Level of Service Policy; however, the intersection of Almaden Expressway and SR 85 (North) off-ramp is under the jurisdiction of both the County of Santa Clara and CalTrans; therefore, any proposed improvements at this intersection off-ramp will require review, approval and issuance of an Encroachment Permit from these jurisdictions.

The implementation of the above intersection mitigation measures will reduce the project's impact on transportation/traffic to a less-than-significant impact with mitigation.

The remaining study intersections would operate at acceptable levels of service (LOS D or better) under background plus project conditions based on City of San Jose standards.

According to CMP impact criteria, none of the CMP intersections would be significantly impacted by the project.

The level of service calculation sheets are included in Appendix D.

### ***Effects of the Sanchez Drive Connection on Intersection Levels of Service***

The results of the level of service analysis under background plus project conditions show that average vehicle delays at the Almaden Expressway/Blossom Hill Road intersection would improve slightly during the AM peak hour when compared to background conditions, since some existing traffic would utilize Sanchez Drive to avoid the Almaden/Blossom Hill intersection. The average vehicle delays at this intersection would remain relatively unchanged during the PM peak hour as a result of the existing traffic reassignment. Although some traffic would be diverted from Almaden Expressway to Sanchez Drive via Cherry Avenue, the average vehicle delays at the intersection of Almaden Expressway/Cherry Avenue would not be noticeably affected by the relatively small reassignment of traffic. Levels of service at the other five intersections that were studied would not be noticeably affected by the Sanchez Drive connection.

## **Traffic Operations at the Significantly Impacted Intersections**

Traffic conditions at the study intersections were evaluated using level of service (LOS). The level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method. This method is applied using TRAFFIX software and evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Note that the TRAFFIX level of service calculation sheets (Appendix D) include vehicle delay, as well as volume-to-capacity (V/C) ratio, for each individual movement at the intersection. In addition, the intersection level of service analysis was supplemented with an evaluation of vehicle queuing (length or number of vehicles) for individual high demand turn movements at the study intersections. Average control delay, vehicle delay and V/C ratio for individual movements, and vehicle queuing collectively provide a useful measure of effectiveness (MOE) for describing traffic operational conditions at an intersection. A detailed vehicle queuing analysis is included in Chapter 6 of this traffic report.

## Freeway Segment Level of Service Analysis

The results of the CMP freeway level of service analysis are summarized in Table 9. Traffic volumes on the study freeway segments under background plus project conditions were estimated by adding project trips to the existing volumes obtained from the 2008 CMP Annual Monitoring Report. The results show that the project would not cause an increase in traffic volumes of one percent or more of freeway capacity on any of the study freeway segments. Therefore, based on CMP impact criteria, the project would not have a significant impact on freeways.

**Table 9  
Freeway Segment Level of Service Analysis**

Freeway Segment	Existing Plus Project Trips										Project Trips								
	Mixed-Flow					HOV Lane					Mixed-Flow		HOV Lane						
	Peak Direction	Avg. Hour Speed	# of Lanes	Capacity (vph)	Avg. Speed	# of Lanes	Avg. Speed	Capacity (vph)	Density	LOS	Total Volume	Density	LOS	Total Volume	Capacity	% Capacity			
SR 85 Blossom Hill Rd to SR 87	NB	AM 47	2	4,400	4,353	46.3	E	52	1	1,800	2,194	42.2	D	28	23	0.5%	4	0.2%	NO
	PM	62	2	4,400	4,396	35.5	D	70	1	1,800	851	12.2	B	67	56	1.3%	11	0.6%	NO
SR 85 to Almaden Expwy	NB	AM 13	2	4,400	2,765	106.4	F	25	1	1,800	1,807	72.3	F	42	35	0.8%	7	0.4%	NO
	PM	65	2	4,400	3,855	29.7	D	70	1	1,800	506	7.2	A	101	85	1.9%	15	0.9%	NO
SR 85 Almaden Expwy to Camden Ave	NB	AM 15	2	4,400	2,865	95.5	F	19	1	1,800	1,603	84.4	F	18	15	0.3%	3	0.2%	NO
	PM	65	2	4,400	4,115	31.7	D	70	1	1,800	576	8.2	A	101	85	1.9%	16	0.9%	NO
SR 85 Camden Ave to Almaden Expwy	SB	AM 66	2	4,400	3,335	25.3	C	67	1	1,800	1,017	15.2	B	42	35	0.8%	7	0.4%	NO
	PM	61	2	4,400	4,485	36.8	D	70	1	1,800	1,826	23.2	C	101	85	1.9%	16	0.9%	NO
SR 85 Almaden Expwy to SR 87	SB	AM 66	2	4,400	3,555	26.9	D	67	1	1,800	543	8.1	A	18	15	0.3%	3	0.2%	NO
	PM	64	2	4,400	4,185	32.7	D	70	1	1,800	1,416	20.2	C	101	85	1.9%	16	0.9%	NO
SR 85 to Blossom Hill Rd	SB	AM 66	2	4,400	2,650	20.1	C	67	1	1,800	342	5.1	A	12	10	0.2%	2	0.1%	NO
	PM	55	2	4,400	4,456	40.5	D	70	1	1,800	1,831	26.2	D	67	56	1.3%	11	0.6%	NO
SR 87 to Capitol Expwy	NB	AM 26	2	4,400	3,645	70.1	F	54	1	1,800	2,221	41.1	D	6	5	0.1%	1	0.1%	NO
	PM	66	2	4,400	2,539	19.2	C	70	1	1,800	495	7.1	A	34	29	0.7%	5	0.3%	NO
SR 87 Capitol Expwy to Curtner	NB	AM 19	2	4,400	3,205	84.3	F	23	1	1,800	1,751	76.1	F	6	5	0.1%	1	0.1%	NO
	PM	65	2	4,400	3,929	30.2	D	70	1	1,800	635	9.1	A	34	29	0.7%	5	0.3%	NO
SR 87 Curtner Ave to Capitol Expwy	SB	AM 66	2	4,400	2,652	20.1	C	67	1	1,800	342	5.1	A	14	12	0.3%	2	0.1%	NO
	PM	43	2	4,400	4,249	49.4	E	70	1	1,800	1,405	20.1	C	34	29	0.7%	5	0.3%	NO
SR 87 Capitol Expwy to SR 85	SB	AM 64	2	4,400	4,242	33.1	D	67	1	1,800	472	7.0	A	14	12	0.3%	2	0.1%	NO
	PM	65	2	4,400	4,059	31.2	D	70	1	1,800	1,335	19.1	C	34	29	0.7%	5	0.3%	NO

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.

## 6. Other Transportation Issues

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This chapter presents an analysis of other transportation issues associated with the project site, including:

- Potential impacts to transit, bicycle, and pedestrian facilities
- Site access and traffic operations under background plus project conditions
- Analysis of Saturday midday peak hour traffic conditions
- Intersection operations analysis – vehicle queuing and left-turn pocket storage at intersections
- Freeway off-ramp queuing analysis
- Freeway on-ramp meter analysis

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

### Transit Services

Local bus line 64 operates along Almaden Expressway adjacent to the project site. Bus stops for this line in both the northbound and southbound directions are located near the Almaden Expressway/Cherry Avenue intersection. Due to the convenient location of the bus stops, it is assumed that some patrons of the proposed retail development, as well as employees, would utilize the existing transit service. Applying an estimated two percent transit mode share, which is probably the highest that could be expected for the retail project, equates to approximately 8 new transit riders during the AM peak hour and 14 new transit riders during the PM peak hour. Assuming the existing transit service would remain unchanged with line 64 providing service with 30-minute headways during the peak commute periods at bus stops along Almaden Expressway, the estimated number of new transit riders using the bus stops located near the project site at the Almaden Expressway/Cherry Avenue intersection would equate to approximately 2 riders per bus during the AM peak hour and about 4 riders per bus during the PM peak hour. These new riders could be accommodated by the current available ridership capacity of the bus service in the study area, and no improvements to the existing transit service would be necessary with the project.

### Bicycle Facilities

In the immediate vicinity of the site, Class II bike lanes exist on Cherry Avenue and Branham Lane. Bikes also are permitted on Almaden Expressway. Due to the existing network of bike lanes, opportunities exist in the study area for bicyclists to use the local roadways. A reasonable assumption for bicycle commute trip generation for this type of development is a one percent mode share. This calculates to approximately 4 bicycle trips during the AM peak hour and 7 bicycle trips during the PM peak hour. Thus, the project would be expected to add a relatively insignificant amount of bicycle traffic to the roadways in the study area.

## **Pedestrian Facilities**

Pedestrian traffic primarily would be generated by employees and patrons of the proposed retail development walking to and from the neighborhoods on the west side of Almaden Expressway, as well as bus stops on Almaden Expressway. Crosswalks with pedestrian signal heads are located at all signalized intersections in the study area. Most of the roadways in the vicinity of the project site have sidewalks on both sides of the street. The streets fronting the project site – Almaden Expressway and Cherry Avenue – do not have sidewalks adjacent to the site. As a result, crosswalks are present on the north and west approaches of the Almaden/Cherry intersection only. The project will be required to build out this intersection, which includes providing crosswalks on all legs and constructing sidewalks along the frontages on Almaden Expressway and Cherry Avenue. The project also will be required to connect the existing sidewalk on Sanchez Drive to the project frontage to the north. Thus, the ultimate network of sidewalks in the immediate vicinity of the project site would provide good connectivity between the site and other points of interest, and would serve the anticipated pedestrian demand.

## **Site Access and On-Site Circulation**

Access to the project site would be provided via Almaden Expressway, Cherry Avenue and Sanchez Drive. The project proposes one driveway on Almaden Expressway and multiple driveways at various locations along Cherry Avenue on the north side of the site and the Sanchez Drive connection along the eastern boundary of the site. Since a detailed site plan is not yet available, a comprehensive analysis of site access and circulation cannot be prepared. However, a general evaluation of site access and traffic operations was completed for Almaden Expressway, Cherry Avenue and Sanchez Drive since these roadways would provide access to the site. The details of the evaluation are described below.

### ***Almaden Expressway Driveway Access and Operations***

As currently proposed, the project would provide inbound access via a right-turn only driveway on Almaden Expressway, located approximately halfway between Cherry Avenue and the SR 85 northbound off-ramp. Based on the project trip distribution pattern, it was estimated that the project would generate approximately 80 inbound trips during the AM peak hour and about 300 inbound trips during the PM peak hour at this driveway. An inbound volume of 300 PM peak hour vehicles equates to about 5 vehicles entering the site every minute. Due to the number of inbound project trips during the PM peak hour, this driveway must be designed such that inbound vehicles are not required to stop once on site. This recommended driveway design will allow inbound vehicles to flow into the site so that vehicle queues do not back up onto Almaden Expressway. The remaining project-generated trips would use either Cherry Avenue or Sanchez Drive to access the retail center. Further operational analysis of this driveway will be necessary once a more detailed site plan becomes available.

### **Vehicle Weaving Area for the Inbound Movement**

Inbound access from northbound Almaden Expressway would create a weaving area of about 300 feet between the SR 85 northbound off-ramp and the project driveway on Almaden Expressway. Some vehicles traveling northbound on Almaden Expressway and turning into the site would need to merge to the right, while some of the vehicles entering Almaden Expressway from the SR 85 off-ramp may simultaneously merge to the left. Because vehicles entering the site from northbound Almaden Expressway would be slowing down at the same time vehicles entering Almaden Expressway from the SR 85 off-ramp would be accelerating, it is estimated that the vehicle speeds at the start of the weaving area would be relatively equal. Therefore, it is estimated that a 300-foot weaving section would be adequate to serve the projected inbound vehicle trips at the Almaden driveway, and no significant operational problems are expected to occur.

### ***Cherry Avenue Site Access and Operations***

Once built out, Cherry Avenue will need to maintain its full width (106-foot right-of-way as proposed) between Almaden Expressway and the third driveway serving the existing shopping center north of the project site. That driveway is located approximately 650 feet from Almaden Expressway. The project

proposes to construct a new signalized intersection at that location in order to provide full access to and from the project site. The project also proposes a right-in/right-out only driveway on Cherry Avenue approximately 300 feet from Almaden Expressway to serve pad retail fronting the Expressway. East of the signalized driveway, Cherry Avenue can begin to narrow to match the width of Sanchez Drive where these two streets will converge.

It is estimated that under project conditions, the segment of Cherry Avenue between Almaden Expressway and the proposed signalized driveway would carry average daily traffic volumes of approximately 11,000 vehicles, with about 500 vehicles during the AM peak hour and about 1,700 vehicles during the PM peak hour. East of the proposed signal along the northern and eastern boundaries of the project site, it is estimated that Cherry Avenue would carry average daily traffic volumes of approximately 5,000 vehicles, with about 200 vehicles during the AM peak hour and about 800 vehicles during the PM peak hour.

### ***Sanchez Drive Site Access and Operations***

Where Sanchez Drive currently terminates just south of the SR 85 overpass, it measures approximately 40 feet wide curb to curb. Thus, once Sanchez Drive is extended northward to Cherry Avenue, this street width should be maintained at the very minimum. In addition, the existing sidewalk on Sanchez Drive will be installed connecting the existing sidewalk on Sanchez Drive to the new sidewalk along the project frontage. The conceptual site design shows Sanchez Drive north of SR 85 with a proposed 80-foot right-of-way, which would be more than adequate to serve the anticipated traffic volumes that would utilize Sanchez Drive. Based on the project trip assignment and the reassignment of existing traffic due to the Sanchez Drive connection, it is estimated that approximately 100 AM peak hour vehicles and about 300 PM peak hour vehicles would utilize Sanchez Drive to and from the south via Blossom Hill Road to access the project site. This equates to average daily traffic volumes of approximately 2,000 vehicles. Two lanes would be adequate to serve this volume of traffic.

### ***Cherry Avenue/Sanchez Drive Project Driveways***

Once a more detailed site plan is available, an access analysis, as well as a sight distance analysis, will be completed to determine whether the project driveways located along Cherry Avenue/Sanchez Drive between the proposed signal and the SR 85 overpass could function as full access unsignalized driveways, or whether signalization at one or more driveways would be necessary to allow full access. Signalization also could be warranted depending on the anticipated demand for pedestrian crossings. Any proposed signal will require a traffic signal warrant study. Left-turn pockets at the project driveway locations on Cherry Avenue and Sanchez Drive are desirable to assist with left turns into the project site.

It should be noted that the proposed site design including building locations, parking layout, driveway locations and street connections are conceptual only. The final design for these project components, as well as crosswalks, drive aisles and signal locations, will be determined with subsequent planning stages and not with certification of the EIR being prepared for this project.

## **Saturday Midday Traffic Analysis**

A check of Saturday midday peak hour conditions was performed to ensure that the project would not impact Saturday traffic conditions beyond the impacts identified in the weekday peak hour analysis. The Saturday traffic analysis consisted of an evaluation of midday (1:00 PM to 3:00 PM) peak hour intersection level of service for all of the study intersections.

### ***Saturday Peak Hour Traffic Volumes***

Existing Saturday midday peak hour traffic volumes were obtained from new manual turning-movement counts conducted in April of 2011. Trips from approved developments were estimated from the City of San Jose ATI, with the ATI modified using weekend factors suitable to the particular land use of the approved developments. For example, if the intersection of Almaden Expressway and Blossom Hill Road had trips from an approved residential project, the Saturday (approved) residential trips were estimated by comparing the ITE rates for weekend residential against the ITE rates for weekday residential and

applying that factor to the (weekday) ATI. If the intersection of Almaden Expressway and Blossom Hill Road had (weekday ATI) trips from an approved office development, the Saturday office trips were assumed to be zero. Saturday midday peak hour traffic volumes under background conditions were estimated by adding to existing peak hour volumes the estimated ATI.

The project trip generation for Saturday was estimated based on the ITE rates for shopping centers. As shown in Table 10, the project is expected to generate 19,988 daily trips on Saturday, with 1,467 new trips occurring during the midday peak hour after applying the pass-by trip reduction. Using the inbound/outbound splits recommended by ITE, the project would produce 763 net inbound and 704 net outbound trips during the Saturday midday peak hour of traffic.

**Table 10  
Saturday Peak Hour Trip Generation Estimates**

Land Use	Size	Daily Rate /a/	Daily Trips	SAT Peak Hour				
				Pk-Hr Rate /a/	In	Out	Total	
Shopping Center	400 KSF	49.97	19,988	4.89	1,017	939	1,956	
<i>Pass-by Reduction /b/</i>						-254	-235	-489
Net Trips:			19,988		763	704	1,467	

**Notes:**  
/a/ Rates based on ITE *Trip Generation*, 8th Edition (Land Use Code 820).  
/b/ A pass-by trip reduction of 25% was applied.

**Saturday Peak Hour Intersection Levels of Service**

Note that the City of San Jose does not have a transportation level of service policy for weekend traffic conditions. The Saturday midday peak hour intersection level of service analysis presented here was prepared for informational purposes only.

The Saturday intersection level of service results are shown in Table 11. The results show that two study intersections would operate at poor levels of service (LOS E or worse) during the Saturday midday peak hour under background plus project conditions. These are the same two intersections that would be significantly impacted by the project during the weekday PM peak hour. The improvements that have been proposed to mitigate the weekday PM project impacts at these two intersections also would be effective at improving the Saturday midday operation of the Almaden Expressway/Cherry Avenue intersection to LOS D and reducing the average vehicle delay at the Almaden Expressway/SR 85 (North) intersection to better than that calculated under background conditions during the Saturday peak hour.

Note that the average delay at the Almaden Expressway/Blossom Hill Road intersection improves significantly under background conditions when compared to either existing or existing plus project conditions due to the planned County improvements at this intersection. Specific improvements include adding a fourth northbound through lane, adding a third eastbound left-turn lane, and extending the westbound right-turn pocket.

The Saturday count data, traffic volumes, and level of service calculation sheets are included in Appendix E.

**Table 11**  
**Saturday Peak Hour Intersection Levels of Service**

Study Number	Intersection	Existing		Existing + Project		Background /a/		Background + Project				Cumulative	
		Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay	LOS
1	Almaden Exp & Branham Ln *	47.1	D	49.5	D	47.6	D	46.0	D	6.9	0.210	46.4	D
2	Almaden Exp & Cherry Av <i>with project mitigation</i>	35.4	D	55.8	E	45.2	D	115.2	F	109.1	0.495	117.8	F
								53.5	D			54.5	D
3	Almaden Exp & SR 85 (North) * <i>with project mitigation</i>	44.7	D	46.3	D	65.4	E	66.3	E	10.8	0.067	69.6	E
								59.5	E			62.5	E
4	Almaden Exp & SR 85 (South) *	28.6	C	30.7	C	27.2	C	29.1	C	3.8	0.046	29.9	C
5	SR 85 & Almaden Plaza Wy	10.5	B	10.7	B	10.5	B	10.8	B	0.2	0.041	11.0	B
6	Almaden Exp & Blossom Hill Rd *	68.7	E	66.0	E	46.7	D	47.3	D	2.3	0.019	48.1	D
7	Sanchez Dr & Blossom Hill Rd	13.5	B	17.2	B	13.4	B	17.1	B	4.7	0.097	17.0	B

**Notes:**

An asterisk ( \* ) denotes a CMP intersection.

/a/ Improvements are planned for intersections # 2, 3, 4 and 6 as part of the Almaden Expressway Widening Plan (funded).

## Intersection Operations Analysis

The analysis of intersection level of service was supplemented with an analysis of intersection operations for selected intersections where the project would add a significant number of left-turning vehicles. The operations analysis is based on vehicle queuing for high demand left-turn movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-\lambda}}{n!}$$

Where:

P (x=n) = probability of “n” vehicles in queue per lane

n = number of vehicles in the queue per lane

$\lambda$  = Average number of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95<sup>th</sup> percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at signalized intersections. The 95<sup>th</sup> percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95<sup>th</sup> percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95<sup>th</sup> percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95<sup>th</sup> percentile queue length is also known as the “design queue length.” The vehicle queue estimates and a tabulated summary of the findings are provided in Tables 12, 13 and 14.

**Table 12**  
**Vehicle Queuing and Left-Turn Pocket Storage Analysis – Weekday AM Peak Hour**

Movement: Peak Hour Period:	Almaden Exp & Branham Ln		Almaden Exp & Chery Av		Almaden Exp & SR 85 (South)		Almaden Exp & Blossom Hill Rd		Sanchez Av & Blossom Hill Rd	
	NBL AM	WBL AM	SBL AM	AM	EBL /a/ AM	AM	EBL /b/ AM	WBL AM	SBL /c/ AM	EBL AM
<b>Existing</b>										
Cycle/Delay <sup>1</sup> (sec)	190	190	190		190		190	190	87	87
Volume (vphpl)	94	192	60		143		235	40	21	104
Avg. Queue (veh./ln.)	5.0	10.1	3.2		7.5		12.4	2.1	0.5	2.5
Avg. Queue <sup>2</sup> (ft./ln)	124	253	79		189		310	201	13	63
95th % Queue (veh./ln.)	9	16	6		12		18	5	2	5
95th % Queue (ft./ln)	225	400	150		300		450	125	50	125
Storage (ft. / ln.)	450	300	300		250		500	400	100	200
Adequate (Y/N)	Y	N	Y		N		Y	Y	Y	Y
<b>Background</b>										
Cycle/Delay <sup>1</sup> (sec)	190	190	190		190		190	190	87	87
Volume (vphpl)	99	198	60		136		162	40	21	104
Avg. Queue (veh./ln.)	5.2	10.5	3.2		7.2		8.6	2.1	0.5	2.5
Avg. Queue <sup>2</sup> (ft./ln)	131	261	79		179		214	53	13	63
95th % Queue (veh./ln.)	9	16	6		12		14	5	2	5
95th % Queue (ft./ln)	225	400	150		300		350	125	50	125
Storage (ft. / ln.)	450	300	300		250		500	400	100	200
Adequate (Y/N)	Y	N	Y		N		Y	Y	Y	Y
<b>Background Plus Project</b>										
Cycle/Delay <sup>1</sup> (sec)	190	190	190		190		190	190	87	87
Volume (vphpl)	105	212	76		157		167	43	41	132
Avg. Queue (veh./ln.)	5.5	11.2	4.0		8.3		8.8	2.3	1.0	3.2
Avg. Queue <sup>2</sup> (ft./ln)	139	280	100		207		220	57	25	80
95th % Queue (veh./ln.)	10	17	8		13		14	5	3	6
95th % Queue (ft./ln)	250	425	200		325		350	125	75	150
Storage (ft. / ln.)	450	300	450		250		500	400	100	200
Adequate (Y/N)	Y	N	Y		N		Y	Y	Y	Y

**Notes:**

- <sup>1</sup> Vehicle queue calculations based on cycle length for signalized intersections.
- <sup>2</sup> Assumes 25 feet per vehicle queued.
- /a/ Although there is only 250 ft of striping for the eastbound left and shared thru/left, Almaden Plaza Wy and SR 85 SB off-ramp provide additional vehicle storage.
- /b/ An eastbound triple left-turn pocket is a funded background improvement.
- /c/ Although there is only 100 ft of striping for the southbound shared left/thru movement, Sanchez Avenue provides virtually unlimited vehicle queuing storage.

**Table 13  
Vehicle Queuing and Left-Turn Pocket Storage Analysis – Weekday PM Peak Hour**

Movement: Peak Hour Period:	Almaden Exp & Brantiam Ln		Almaden Exp & Cherry Av		Almaden Exp & SR 85 (South)		Almaden Exp & Blossom Hill Rd		Sanchez Av & Blossom Hill Rd	
	NBL PM	WBL PM	SBL PM	EBL/a/ PM	EBL/b/ PM	WBL PM	SBL/c/ PM	EBL PM		
<b>Existing</b>										
Cycle/Delay <sup>1</sup> (sec)	190	190	190	190	190	190	190	190	87	87
Volume (vphpl)	107	181	97	402	232	104	32	150	32	150
Avg. Queue (veh/ln.)	5.6	9.6	5.1	21.2	12.2	5.5	0.8	3.6	0.8	3.6
Avg. Queue <sup>2</sup> (ft./ln)	141	239	128	530	306	137	19	91	19	91
95th % Queue (veh/ln.)	10	15	9	29	18	10	2	7	2	7
95th % Queue (ft./ln)	250	375	225	725	450	250	50	175	50	175
Storage (ft./ln.)	450	300	300	250	500	400	100	200	100	200
Adequate (Y/N)	Y	N	Y	N	Y	Y	Y	Y	Y	Y
<b>Background</b>										
Cycle/Delay <sup>1</sup> (sec)	190	190	190	190	190	190	190	190	87	87
Volume (vphpl)	116	189	97	322	161	104	32	150	32	150
Avg. Queue (veh/ln.)	6.1	10.0	5.1	17.0	8.5	5.5	0.8	3.6	0.8	3.6
Avg. Queue <sup>2</sup> (ft./ln)	153	249	128	425	212	137	19	91	19	91
95th % Queue (veh/ln.)	10	15	9	24	14	10	2	7	2	7
95th % Queue (ft./ln)	250	375	225	600	350	250	50	175	50	175
Storage (ft./ln.)	450	300	300	250	500	400	100	200	100	200
Adequate (Y/N)	Y	N	Y	N	Y	Y	Y	Y	Y	Y
<b>Background Plus Project</b>										
Cycle/Delay <sup>1</sup> (sec)	190	190	190	190	190	190	190	190	87	87
Volume (vphpl)	150	223	200	373	173	121	131	218	131	218
Avg. Queue (veh/ln.)	7.9	11.8	10.6	19.7	9.1	6.4	3.2	5.3	3.2	5.3
Avg. Queue <sup>2</sup> (ft./ln)	198	294	264	492	228	160	79	132	79	132
95th % Queue (veh/ln.)	13	18	16	27	14	11	6	9	6	9
95th % Queue (ft./ln)	325	450	400	675	350	275	150	225	150	225
Storage (ft./ln.)	450	300	450	250	500	400	100	200	100	200
Adequate (Y/N)	Y	N	Y	N	Y	Y	Y	Y	Y	N

**Notes:**

- <sup>1</sup> Vehicle queue calculations based on cycle length for signalized intersections.
- <sup>2</sup> Assumes 25 feet per vehicle queued.
- /a/ Although there is only 250 ft of striping for the eastbound left and shared thru/left, Almaden Plaza Wy and SR 85 SB off-ramp provide additional vehicle storage.
- /b/ An eastbound triple left-turn pocket is a funded background improvement.
- /c/ Although there is only 100 ft of striping for the southbound shared left/through movement, Sanchez Avenue provides virtually unlimited vehicle queuing storage.



**Table 14  
Vehicle Queuing and Left-Turn Pocket Storage Analysis – Saturday Midday Peak Hour**

Movement: Peak Hour Period:	Almaden Exp & Branham Ln		Almaden Exp & Cherry Av		Almaden Exp & SR 85 (South)		Almaden Exp & Blossom Hill Rd		Sanchez Av & Blossom Hill Rd	
	NBL SAT	WBL SAT	SBL SAT	SAT	EBL/a/ SAT	SAT	EBL/b/ SAT	WBL SAT	SBL/c/ SAT	EBL SAT
<b>Existing</b>										
Cycle/Delay <sup>1</sup> (sec)	160	160	160	160	160	160	160	160	87	87
Volume (vphpl)	217	249	214	214	441	441	221	108	26	208
Avg. Queue (veh./ln.)	9.6	11.1	9.5	9.5	19.6	19.6	9.8	4.8	0.6	5.0
Avg. Queue <sup>2</sup> (ft./ln.)	241	277	238	238	490	490	246	120	16	126
95th % Queue (veh./ln.)	15	17	15	15	27	27	15	9	2	7
95th % Queue (ft./ln.)	375	425	375	375	675	675	375	225	50	175
Storage (ft./ln.)	450	300	300	300	250	250	500	400	100	200
Adequate (Y/N)	Y	N	N	N	N	N	Y	Y	Y	Y
<b>Background</b>										
Cycle/Delay <sup>1</sup> (sec)	160	160	160	160	160	160	160	160	87	87
Volume (vphpl)	227	259	214	214	341	341	155	108	26	208
Avg. Queue (veh./ln.)	10.1	11.5	9.5	9.5	15.2	15.2	6.9	4.8	0.6	5.0
Avg. Queue <sup>2</sup> (ft./ln.)	252	288	238	238	379	379	172	120	16	126
95th % Queue (veh./ln.)	16	17	15	15	22	22	11	9	2	7
95th % Queue (ft./ln.)	400	425	375	375	550	550	275	225	50	175
Storage (ft./ln.)	450	300	300	300	250	250	500	400	100	200
Adequate (Y/N)	Y	N	N	N	N	N	Y	Y	Y	Y
<b>Background Plus Project</b>										
Cycle/Delay <sup>1</sup> (sec)	160	160	160	160	160	160	160	160	87	87
Volume (vphpl)	262	297	278	278	341	341	168	125	133	284
Avg. Queue (veh./ln.)	11.6	13.2	12.4	12.4	15.2	15.2	7.5	5.6	3.2	6.9
Avg. Queue <sup>2</sup> (ft./ln.)	291	330	309	309	379	379	187	139	80	172
95th % Queue (veh./ln.)	18	19	18	18	22	22	12	10	6	9
95th % Queue (ft./ln.)	450	475	450	450	550	550	300	250	150	225
Storage (ft./ln.)	450	300	450	450	250	250	500	400	100	200
Adequate (Y/N)	Y	N	Y	Y	N	N	Y	Y	Y	N

**Notes:**

- <sup>1</sup> Vehicle queue calculations based on cycle length for signalized intersections.
- <sup>2</sup> Assumes 25 feet per vehicle queued.
- /a/ Although there is only 250 ft of striping for the eastbound left and shared thru/left, Almaden Plaza Wy and SR 85 SB off-ramp provide additional vehicle storage.
- /b/ An eastbound triple left-turn pocket is a funded background improvement.
- /c/ Although there is only 100 ft of striping for the southbound shared left/through movement, Sanchez Avenue provides virtually unlimited vehicle queuing storage.



### ***Almaden Expressway Intersections***

The study segment of Almaden Expressway between Branham Lane and Blossom Hill Road is regularly congested during the peak commute periods of the day. Traffic volumes on Almaden Expressway are heaviest in the northbound direction during the AM commute period and in the southbound direction during the PM commute period. The County of Santa Clara Roads and Airports Department is responsible for providing and maintaining good signal progression along Almaden Expressway. To accomplish this, the County has set a cycle length of just over three minutes with the majority of green time assigned to the through movements on Almaden Expressway. The result is good signal progression northbound and southbound on Almaden Expressway, but high vehicle delays and long vehicle queues for the side streets and some left-turn movements on Almaden Expressway.

#### **Almaden Expressway and Branham Lane**

The queuing analysis indicates that the maximum vehicle queues for the westbound dual left-turn pocket at the Almaden Expressway/Branham Lane intersection currently exceed the existing vehicle storage capacity, and would continue to do so under both background and background plus project conditions during the AM, PM and Saturday peak hours of traffic. The westbound left-turn pocket has 300 feet of vehicle storage per lane, which can accommodate about 12 vehicles per lane. The project would increase the 95<sup>th</sup> percentile vehicle queues by one vehicle during the AM peak hour, three vehicles during the PM peak hour, and two vehicles during the Saturday peak hour. The left-turn pocket cannot be extended due to the presence of back-to-back turn pockets. However, the spillover is only temporary and, based on field observations, does not create any significant operational issues on Branham Lane.

#### **Almaden Expressway and Cherry Avenue**

As indicated previously in Chapter 4, a level of service impact would occur at this intersection as a result of the project. The mitigation includes reconstructing the entire intersection. The proposed intersection improvements include the addition of a southbound left-turn lane to create a dual left-turn pocket. Based on the results of the queuing analysis, it is recommended that the southbound left-turn pocket be lengthened by 150 feet as part of the intersection improvements so that the future dual left-turn pocket provides 450 feet of vehicle queuing storage per lane.

The westbound leg of this intersection will be significantly improved as part of the project. The improvements include widening Cherry Avenue and adding multiple lanes. The project also will construct a new traffic signal at the main project entrance on Cherry Avenue approximately 600 feet east of Almaden Expressway. The new traffic signal will be timed to operate in coordination with the Almaden Expressway/Cherry Avenue intersection. Thus, the new signal will help to control the amount of vehicle queuing that occurs along Cherry Avenue between the new signal and Almaden Expressway by metering the flow of westbound traffic.

#### **Almaden Expressway and SR 85 (South) / Almaden Plaza Way**

The queuing analysis indicates that the maximum vehicle queues for the eastbound left-turn movement at the Almaden Expressway/Almaden Plaza Way intersection currently exceed the existing vehicle storage provided by the two existing left-turn lanes. The planned County improvements for the eastbound leg of this intersection include adding a left-turn lane and converting the existing shared through/left-turn lane into a designated through lane. As a result of these funded improvements, vehicle queues would be shorter under both background and background plus project conditions than under current conditions.

With the proposed County improvements, the eastbound leg of the intersection will consist of two left-turn lanes, one through lane, and two right-turn lanes with no right-turn allowed on red. Even with the improvements, the 250 feet of striping between the SR 85 southbound off-ramp and Almaden Expressway will not provide adequate storage for vehicles during the AM, PM or Saturday peak hours. Almaden Plaza Way does provide some additional vehicle storage beyond the signal.

Additional improvements are possible for the eastbound leg of the Almaden Expressway/SR 85 (South) intersection. The left-turn demand currently is greater than the right-turn demand at this location during the PM and Saturday peak hours, which is when traffic volume on this leg of the intersection is highest.

The project will create an even greater imbalance by adding approximately 100 peak hour vehicle trips to the eastbound left-turn movement during both the PM and Saturday peak traffic periods. The eastbound through movement volume will continue to be relatively low. Vehicle storage and lane usage on the eastbound leg could be further improved by converting the planned dedicated through lane into a shared through/left-turn lane, thereby providing a triple left-turn. This additional improvement would shorten the left-turn vehicle queues by up to 100 feet per lane (4 vehicles per lane) and would not affect the right-turn vehicle queues.

Providing more storage for eastbound vehicles on Almaden Plaza Way would help to ensure that vehicles exiting southbound SR 85 are able to clear the signal at the SR 85 Southbound Ramp/Almaden Plaza Way intersection in one signal cycle, thereby avoiding potential backups onto southbound SR 85 due to vehicle queues on the off-ramp.

### **Sanchez Drive and Blossom Hill Road**

The queuing analysis indicates that the maximum vehicle queues for the eastbound left-turn pocket at the Sanchez/Blossom Hill intersection would exceed the existing vehicle storage capacity under background plus project conditions during the PM and Saturday peak hours of traffic. The eastbound left-turn pocket has 200 feet of vehicle storage, which can accommodate about 8 vehicles. The estimated 95<sup>th</sup> percentile vehicle queue during the PM and Saturday peak hours under background plus project conditions would exceed the left-turn pocket storage capacity by one vehicle. A maximum left-turn pocket storage inadequacy of only one vehicle is a worst-case traffic condition and is not likely to result in any operational problems at this intersection. In addition, 95 percent of the time the eastbound left-turn pocket would be adequate to serve the estimated project traffic volumes.

The existing eastbound left-turn pocket could be extended by shortening the existing left-turn pocket to the west of Sanchez Drive. Since the existing westbound left-turn pocket to the shopping center serves very little volume, extending the left-turn pocket at Sanchez Drive would ensure that operations would not interfere with traffic flow along eastbound Blossom Hill Road. In addition, the traffic signal operations could be improved on Sanchez Drive by extending the striped southbound left-turn pocket on the north leg of the intersection to provide more vehicle storage and converting the signal phasing from permitted to split-phase. With these improvements, this intersection would better serve the estimated traffic volumes under background plus project conditions.

## **Freeway Off-Ramp Queuing Analysis**

Vehicle queuing on the SR 85 northbound off-ramp to Almaden Expressway and SR 85 southbound off-ramp to Almaden Plaza Way was evaluated for existing, background and background plus project conditions using the Poisson probability distribution method. Table 15 shows the results of the freeway off-ramp queuing analysis.

### ***SR 85 Northbound Off-Ramp to Almaden Expressway***

The results of the queuing analysis show the existing vehicle storage on the SR 85 northbound off-ramp to Almaden Expressway currently is adequate to serve the existing maximum vehicle queues, and would continue to adequately serve the estimated maximum vehicle queues that would develop during the AM, PM and Saturday peak hours of traffic under background and background plus project conditions.

### **Queuing Analysis Results vs. Field Observations**

Note that although the calculations show the existing vehicle storage on the SR 85 northbound off-ramp is barely adequate to serve the maximum vehicle queues during the PM peak hour of traffic, field observations show much better conditions. During the PM peak hour, the longest vehicle queues that were observed in the field on the SR 85 northbound off-ramp extended back to the area of the off-ramp that widens from one lane into two lanes. This leaves approximately 500 feet of available off-ramp storage that currently is not being utilized, even when the maximum vehicle queues develop during the PM peak hour. Thus, it can be concluded that the Poisson probability distribution methodology is overestimating the vehicle queues on this off-ramp.

**Table 15**  
**SR 85 Off-Ramp Vehicle Queuing Analysis**

Peak Hour Period:	SR 85 NB Off-Ramp to Almaden Expressway /a/			SR 85 SB Off-Ramp to Almaden Plaza Way /b/		
	AM	PM	SAT	AM	PM	SAT
<b>Existing</b>						
Cycle/Delay <sup>1</sup> (sec)	190	190	160	190	190	160
Volume (vph)	684	1307	1243	702	1045	1160
Avg. Queue (veh)	36.1	69.0	55.2	37.1	55.2	51.6
Avg. Queue <sup>2</sup> (ft.)	903	1725	1381	926	1379	1289
95th % Queue (veh)	46	83	68	47	68	64
95th % Queue (ft.)	1150	2075	1700	1175	1700	1600
Storage (ft.)	2300	2300	2300	2000	2000	2000
Adequate (Y/N)	Y	Y	Y	Y	Y	Y
<b>Background</b>						
Cycle/Delay <sup>1</sup> (sec)	190	190	160	190	190	160
Volume (vph)	697	1344	1276	715	1070	1190
Avg. Queue (veh)	36.8	70.9	56.7	37.7	56.5	52.9
Avg. Queue <sup>2</sup> (ft.)	920	1773	1418	943	1412	1322
95th % Queue (veh)	47	85	69	48	69	65
95th % Queue (ft.)	1175	2125	1725	1200	1725	1625
Storage (ft.)	2300	2300	2300	2000	2000	2000
Adequate (Y/N)	Y	Y	Y	Y	Y	Y
<b>Background Plus Project</b>						
Cycle/Delay <sup>1</sup> (sec)	190	190	160	190	190	160
Volume (vph)	739	1445	1390	757	1171	1304
Avg. Queue (veh)	39.0	76.3	61.8	40.0	61.8	58.0
Avg. Queue <sup>2</sup> (ft.)	975	1907	1544	999	1545	1449
95th % Queue (veh)	50	91	75	51	75	71
95th % Queue (ft.)	1250	2275	1875	1275	1875	1775
Storage (ft.)	2300	2300	2300	2000	2000	2000
Adequate (Y/N)	Y	Y	Y	Y	Y	Y
<b>Notes:</b>						
<sup>1</sup> Vehicle queue calculations based on cycle length for signalized intersections.						
<sup>2</sup> Assumes 25 feet per vehicle queued.						
/a/ The northbound SR 85 off-ramp to Almaden Expressway provides a total of approximately 2,300 feet of vehicle storage, including the single freeway exit lane and the storage lanes at the intersection.						
/b/ The southbound SR 85 off-ramp to Almaden Plaza Way provides a total of approximately 2,000 feet of vehicle storage, including the single freeway exit lane and the storage lanes at the intersection.						

### **SR 85 Southbound Off-Ramp to Almaden Plaza Way**

The results of the queuing analysis show the existing vehicle storage on the SR 85 southbound off-ramp to Almaden Plaza Way currently is adequate to serve the existing maximum vehicle queues, and would continue to adequately serve the estimated maximum vehicle queues that would develop during the AM, PM and Saturday peak hours of traffic under background and background plus project conditions.

Note that for the purpose of the queuing analysis the cycle length for the Almaden Expressway/SR 85 (South) intersection was applied, since the SR 85 Off-Ramp operation is dependent upon the signal timing of that intersection. This represents a worst-case traffic condition.

## Freeway On-Ramp Meter Analysis

An analysis of metered freeway on-ramps providing access to SR 85 from the project site was performed to identify the effect of the addition of project traffic on the vehicle queues at the metered on-ramps. Since the proposed retail project would generate very little outbound traffic during the AM peak hour, the metered freeway on-ramps were evaluated during the PM peak hour of traffic only.

The two freeway on-ramps that are metered in the project study area during the PM peak hour are:

- SR 85 southbound diagonal on-ramp from northbound Almaden Expressway
- SR 85 southbound loop on-ramp from southbound Almaden Expressway

The existing vehicle queue lengths at both metered ramps were measured in the field during the PM peak hour of traffic. Based on field observations, the longest vehicle queue that developed on the SR 85 southbound diagonal on-ramp was 10 vehicles in length. The longest vehicle queue that developed on the SR 85 southbound loop on-ramp was 15 vehicles in length. The maximum vehicle queues that were measured in the field occurred only once during the observation period and never backed up to Almaden Expressway. In fact, vehicle queues of between zero and three vehicles occurred much more frequently on both metered on-ramps. This inherent variability is characteristic of vehicle queues that occur at metered ramps during the PM peak hour, and is in contrast to the standing vehicle queues that typically develop at metered ramps during the AM peak hour of traffic.

The Almaden Ranch retail project would not add any trips to the SR 85 southbound diagonal on-ramp. The project would, however, add approximately 100 PM peak hour trips to the SR 85 southbound loop on-ramp. This equates to approximately one vehicle trip added to the ramp every 35 seconds. Based on the variability of the vehicle queues, the project could potentially add a vehicle to the maximum queue if a vehicle were to arrive at just the right moment when the queue is at its maximum. Thus, it can be concluded that the addition of PM project trips to the metered on-ramp would have very little effect on vehicle queues at the ramp.

Based on the on-ramp meter analysis, existing vehicle storage on the SR 85 southbound on-ramps is adequate to serve the existing maximum vehicle queues that develop due to ramp metering, and would continue to adequately serve the estimated maximum vehicle queues that would develop with the addition of project-generated traffic.

## 7. Cumulative Conditions

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This chapter presents a summary of the traffic conditions that would occur under cumulative conditions. Cumulative development typically includes projects that are in the pipeline (pending projects) but are not yet approved. This traffic scenario is evaluated in order to fulfill California Environmental Quality Act (CEQA) requirements.

The roadway network under cumulative conditions was assumed to be the same as described under background plus project conditions. Traffic volumes under cumulative conditions were estimated by applying to the existing volumes an annual growth rate of 1.2 percent over 3 years, then adding the trips from approved developments and the project trips. Growth factors are commonly used to estimate potential traffic growth resulting from future projects within Santa Clara County where there are no known pending projects (such is the case here). The purpose of analyzing cumulative conditions is to assess the future traffic conditions that would occur at the time that the proposed development becomes occupied. For this analysis, the assumed occupancy date is 2014.

### San Jose Definition of Significant Cumulative Impacts

A significant cumulative traffic impact at an intersection is identified by comparing cumulative traffic conditions against background traffic conditions. The cumulative projects collectively would create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if during either the AM or PM peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under cumulative conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of cumulative project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by 0.01 or more.

An exception to this rule applies when the addition of cumulative project traffic reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by 0.01 or more.

### *Project Contribution to Cumulative Impacts*

A single project's contribution to a cumulative intersection impact is deemed considerable in the City of San Jose if the proportion of project traffic represents 15 percent or more of the increase in total volume from background traffic conditions to cumulative traffic conditions.

## Cumulative Intersection Level of Service Analysis

The intersection level of service results under cumulative conditions are summarized in Table 16. The results show that, measured against the City of San Jose level of service impact criteria, the estimated cumulative project trips collectively would create a significant adverse traffic impact at the intersections of Almaden Expressway/Cherry Avenue and Almaden Expressway/SR 85 (North).

Since the project would contribute between 75 and 80 percent of the increase in total PM peak hour traffic volume at the Almaden/Cherry and Almaden/SR 85 (North) intersections, the project would contribute a considerable amount of traffic to these cumulatively impacted intersections. Note that these are the same two study intersections that would be significantly impacted by the project during the PM peak hour as described under background plus project conditions (Chapter 5). The improvements that have been proposed to mitigate the project impacts at these two intersections under background plus project conditions also would be effective at improving the intersection operations under cumulative conditions. Specifically, the improvements would reduce the average vehicle delays at the Almaden/Cherry and Almaden/SR 85 (North) intersections to better than that calculated under background conditions.

According to the CMP level of service standards, all of the CMP intersections that were studied would operate at an acceptable LOS E or better under cumulative conditions during the AM and PM peak hours.

The intersection level of service calculations are included in Appendix D.

**Table 16**  
**Intersection Levels of Service Under Cumulative Conditions**

Study Number	Intersection	Peak Hour	Background /a/		Cumulative			
			Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. VC
1	Almaden Exp & Branham Ln *	AM	53.6	D	54.8	D	0.7	0.020
		PM	48.3	D	52.1	D	6.4	0.084
2	Almaden Exp & Cherry Av	AM	40.9	D	53.0	D	18.8	0.113
		PM	58.7	E	<b>96.2</b>	<b>F</b>	<b>58.9</b>	<b>0.327</b>
		<i>with project mitigation</i>		58.6	E			
3	Almaden Exp & SR 85 (North) *	AM	23.1	C	24.7	C	12.4	0.037
		PM	74.6	E	<b>79.6</b>	<b>E</b>	<b>21.7</b>	<b>0.098</b>
		<i>with project mitigation</i>		74.0	E			
4	Almaden Exp & SR 85 (South) *	AM	12.6	B	13.8	B	2.2	0.030
		PM	25.1	C	28.7	C	6.5	0.069
5	SR 85 & Almaden Plaza Wy	AM	4.7	A	4.8	A	0.0	0.024
		PM	9.7	A	9.8	A	0.0	0.053
6	Almaden Exp & Blossom Hill Rd *	AM	44.9	D	45.2	D	0.4	0.018
		PM	52.1	D	53.9	D	3.2	0.031
7	Sanchez Dr & Blossom Hill Rd	AM	13.8	B	15.2	B	2.1	0.031
		PM	13.4	B	17.9	B	5.9	0.112

**Notes:**  
 \* Denotes a CMP intersection.  
**BOLD** with outline identifies significant cumulative impact.  
 /a/ Improvements are planned for intersections # 2, 3, 4 and 6 as part of the Almaden Expressway Widening Plan.

## 8. Conclusions

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The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose and the Congestion Management Program (CMP) of Santa Clara County. The study included the analysis of AM and PM peak hour traffic conditions for 7 intersections and 5 freeway segments. Project impacts on other transportation facilities, such as bicycle facilities and transit service, were determined on the basis of engineering judgment.

### Sanchez Drive Connection

The project plans to extend Sanchez Drive northward to Cherry Avenue, which would help relieve the Almaden Expressway/Blossom Hill Road intersection and would add traffic to the Almaden Expressway/Cherry Avenue intersection. Since the project will be required to build out the Almaden/Cherry intersection, the reconstructed intersection will have adequate capacity to handle the additional traffic generated by the Sanchez Drive connection. The Sanchez Drive connection was considered in place for the analysis of traffic impacts.

### Background Plus Project Intersection Level of Service Analysis

The results of the intersection level of service analysis show that the intersections of Almaden Expressway/Cherry Avenue and Almaden Expressway/SR 85 (North) would be significantly impacted by the project, according to City of San Jose impact criteria. The impacts and proposed improvements to mitigate the impacts are described below.

#### *Almaden Expressway and Cherry Avenue*

- Impact:** This intersection would operate at LOS E during the PM peak hour under background conditions, and the added trips as a result of the project would cause the average critical delay to increase by more than four seconds and the v/c ratio to increase by more than one percent (0.01). Based on City of San Jose level of service impact criteria, this constitutes a significant impact.
- Mitigation:** The intersection of Almaden Expressway and Cherry Avenue shall be fully built out, including the addition of a fourth northbound through lane; the addition of a second southbound left-turn lane; the conversion of the eastbound and westbound approaches from permitted to protected left-turn phasing; the construction of the westbound approach to include two left-turn lanes, one through lane and one right-turn lane; and the provision of a separate eastbound through lane. The mitigation would improve the intersection level of service to LOS E with an average vehicle delay of 58.0 seconds, which is better than that calculated under background conditions.

### ***Almaden Expressway and SR 85 (North)***

**Impact:** This CMP intersection would operate at LOS E during the PM peak hour under background conditions, and the added trips as a result of the project would cause the average critical delay to increase by more than four seconds and the v/c ratio to increase by more than one percent (0.01). Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

**Mitigation:** A fourth northbound through lane along the entire project frontage on Almaden Expressway shall be constructed to create a receiving lane for the westbound right-turn movement from the SR 85 northbound off-ramp, which would allow vehicles to make a right turn on red onto northbound Almaden Expressway; and the lanes on the SR 85 northbound off-ramp shall be reconfigured to provide one dedicated left-turn lane, one shared through/left-turn lane, and one dedicated right-turn lane. The mitigation would reduce the average vehicle delay at the intersection to 69.9 seconds, which is better than that calculated under background conditions.

Implementation of the above mitigation measures will meet the City of San Jose's Level of Service Policy; however, the intersection of Almaden Expressway and SR 85 (North) off-ramp is under the jurisdiction of both the County of Santa Clara and CalTrans; therefore, any proposed improvements at this intersection off-ramp will require review, approval and issuance of an Encroachment Permit from these jurisdictions.

The implementation of the above intersection mitigation measures will reduce the project's impact on transportation/traffic to a less-than-significant impact with mitigation.

The remaining study intersections would operate at acceptable levels of service (LOS D or better) under background plus project conditions based on City of San Jose standards.

According to CMP impact criteria, none of the CMP intersections would be significantly impacted by the project.

### ***Effects of the Sanchez Drive Connection on Intersection Levels of Service***

The results of the level of service analysis under background plus project conditions show that average vehicle delays at the Almaden Expressway/Blossom Hill Road intersection would improve slightly during the AM peak hour when compared to background conditions, since some existing traffic would utilize Sanchez Drive to avoid the Almaden/Blossom Hill intersection. The average vehicle delays at this intersection would remain relatively unchanged during the PM peak hour as a result of the existing traffic reassignment. Although some traffic would be diverted from Almaden Expressway to Sanchez Drive via Cherry Avenue, the average vehicle delays at the intersection of Almaden Expressway/Cherry Avenue would not be noticeably affected by the relatively small reassignment of traffic. Levels of service at the other five intersections that were studied would not be noticeably affected by the Sanchez Drive connection.

### **Freeway Segment Level of Service Analysis**

The results of the CMP freeway level of service analysis show that the project would not cause a significant increase in traffic volumes (more than one percent of freeway capacity) on any of the study freeway segments.

### **Cumulative Intersection Level of Service Analysis**

The results of the intersection level of service analysis under cumulative conditions show that, measured against the City of San Jose level of service impact criteria, the estimated cumulative project trips collectively would create a significant adverse traffic impact at the intersections of Almaden Expressway/Cherry Avenue and Almaden Expressway/SR 85 (North).

Since the project would contribute between 75 and 80 percent of the increase in total PM peak hour traffic volume at the Almaden/Cherry and Almaden/SR 85 (North) intersections, the project would contribute a considerable amount of traffic to these cumulatively impacted intersections. Note that these are the same two study intersections that would be significantly impacted by the project during the PM peak hour as described under background plus project conditions (Chapter 5). The improvements that have been proposed to mitigate the project impacts at these two intersections under background plus project conditions also would be effective at improving the intersection operations under cumulative conditions. Specifically, the improvements would reduce the average vehicle delays at the Almaden/Cherry and Almaden/SR 85 (North) intersections to better than that calculated under background conditions.

According to the CMP level of service standards, all of the CMP intersections that were studied would operate at an acceptable LOS E or better under cumulative conditions during the AM and PM peak hours.

### **Other Transportation Issues**

The project would not have an adverse effect on existing transit, bicycle or pedestrian facilities in the study area.

# **Almaden Ranch Retail Center**

Transportation Impact Analysis

**Technical Appendices**



**Appendix A**  
**New Traffic Counts**



# AM Peak-Hour Volume Count Worksheet

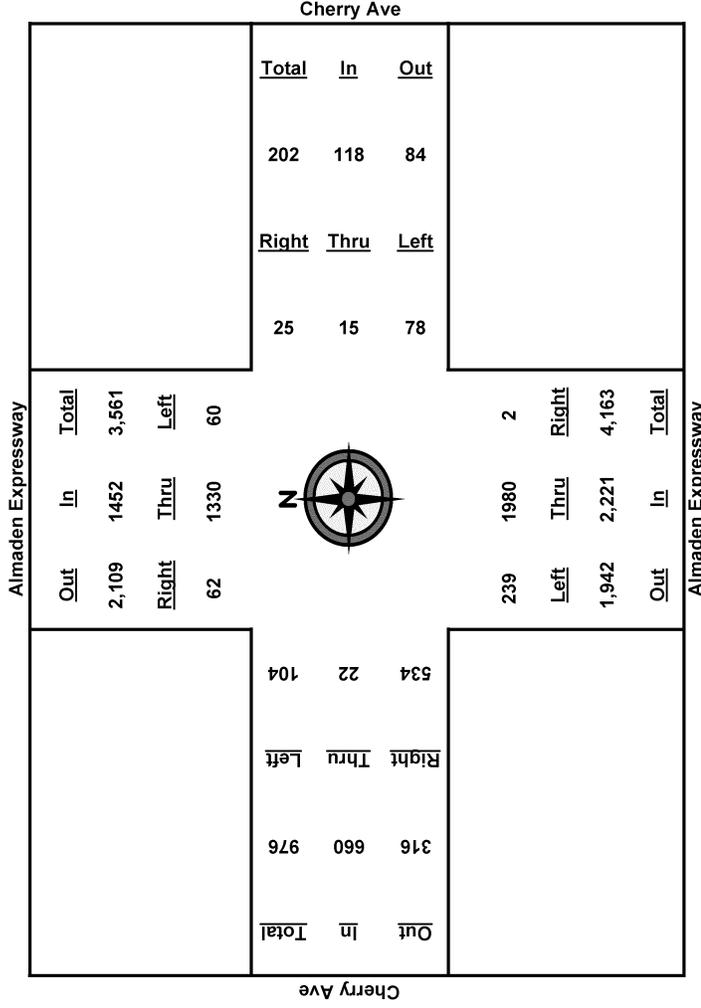
Date: 11/12/09  
 Counter: Keith and Kelly  
 Intersection Name: Almaden Expressway and Cherry Ave  
 Weather: Clear San Jose 09BJ02

**AUTO-CENSUS**  
 Traffic Monitoring and Analysis  
 870 Castlewood Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Almaden Expressway						Cherry Ave							
	North Approach			East Approach			South Approach			West Approach				
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	6	147	7	160	6	18	24	0	244	44	288	97	7	14
7:30	21	488	19	528	11	38	50	0	688	105	793	240	11	44
7:45	41	801	37	879	19	63	85	1	1,203	168	1,372	375	21	68
8:00	55	1,206	51	1,312	24	5	77	106	1	1,707	225	1,933	532	92
8:15	68	1,477	67	1,612	31	15	96	142	2	2,224	283	2,509	631	29
8:30	83	1,742	81	1,906	36	24	110	170	3	2,675	336	3,014	727	34
8:45	97	1,996	94	2,187	41	36	135	212	5	3,147	395	3,547	860	41
9:00	110	2,255	118	2,483	45	44	155	244	5	3,588	455	4,048	958	47

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	55	1,206	51	1,312	24	5	77	106	1	1,707	225	1,933	648
7:15 - 8:15	62	1,330	60	1,452	25	15	78	118	2	1,980	239	2,221	4,451
7:30 - 8:30	62	1,254	62	1,378	25	23	72	120	3	1,987	231	2,221	607
7:45 - 8:45	56	1,195	57	1,308	22	33	72	127	4	1,944	227	2,175	600
8:00 - 9:00	55	1,049	67	1,171	21	39	78	138	4	1,881	230	2,115	531
<b>Peak Volumes:</b>	<b>62</b>	<b>1,330</b>	<b>60</b>	<b>1,452</b>	<b>25</b>	<b>15</b>	<b>78</b>	<b>118</b>	<b>2</b>	<b>1,980</b>	<b>239</b>	<b>2,221</b>	<b>660</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	239	1,980	2	60	1,330	62	104	22	534	78	15	25



**PM Peak-Hour Volume Count Worksheet**

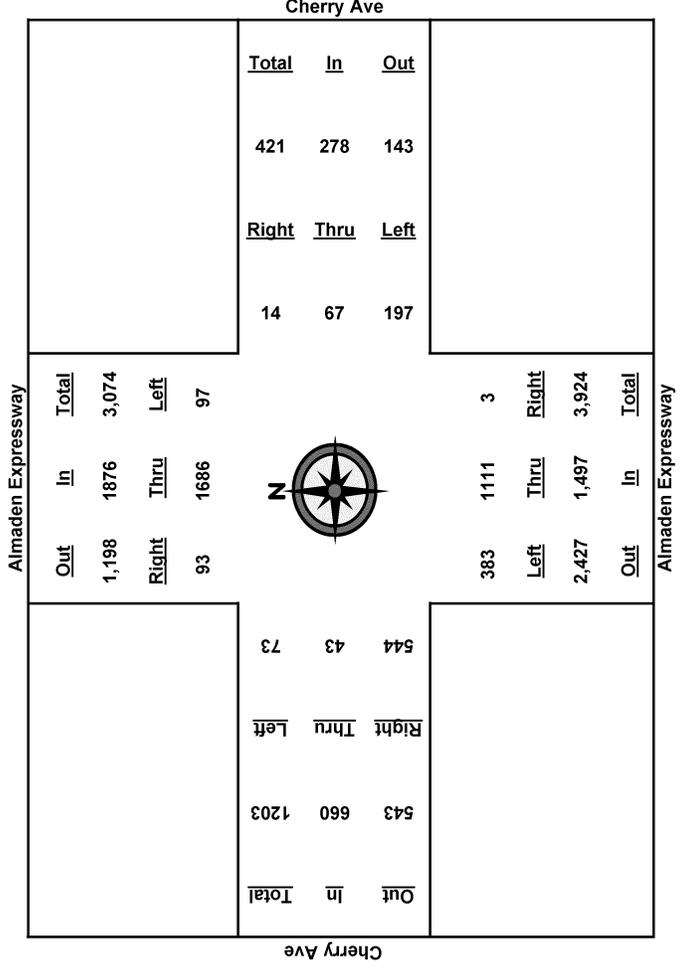
Date: 11/12/09  
 Counter: Keith and Kelly  
 Intersection Name: Almaden Expressway and Cherry Ave  
 Weather: Clear San Jose 09B,102

**AUTO-CENSUS**  
 Traffic Monitoring and Analysis  
 870 Castlewood Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Almaden Expressway						Cherry Ave						
	North Approach			East Approach			South Approach			West Approach			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	16	349	27	9	14	47	70	0	221	88	309	97	114
4:30	41	791	56	11	24	92	127	1	476	172	649	232	283
4:45	61	1,210	81	14	51	143	208	1	771	273	1,045	374	450
5:00	88	1,614	102	16	66	197	279	3	1,071	381	1,455	521	615
5:15	109	2,035	124	23	81	244	348	3	1,332	471	1,806	641	774
5:30	128	2,478	148	25	94	288	407	5	1,561	541	2,107	778	938
5:45	147	2,834	171	29	114	327	470	7	1,842	639	2,488	921	1,108
6:00	163	3,246	196	29	134	351	514	8	2,074	701	2,783	1,044	1,263

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	88	1,614	102	1,804	16	66	197	279	3	1,071	381	1,455	615
4:15 - 5:15	93	1,686	97	1,876	14	67	197	278	3	1,111	383	1,497	660
4:30 - 5:30	87	1,687	92	1,866	14	70	196	280	4	1,085	369	1,458	655
4:45 - 5:45	86	1,624	90	1,800	15	63	184	262	6	1,071	366	1,443	658
5:00 - 6:00	75	1,632	94	1,801	13	68	154	235	5	1,003	320	1,328	648
<b>Peak Volumes:</b>	<b>93</b>	<b>1,686</b>	<b>97</b>	<b>1,876</b>	<b>14</b>	<b>67</b>	<b>197</b>	<b>278</b>	<b>3</b>	<b>1,111</b>	<b>383</b>	<b>1,497</b>	<b>660</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	383	1,111	3	97	1,686	93	73	43	544	197	67	14



# AM Peak-Hour Volume Count Worksheet

## AUTO-CENSUS

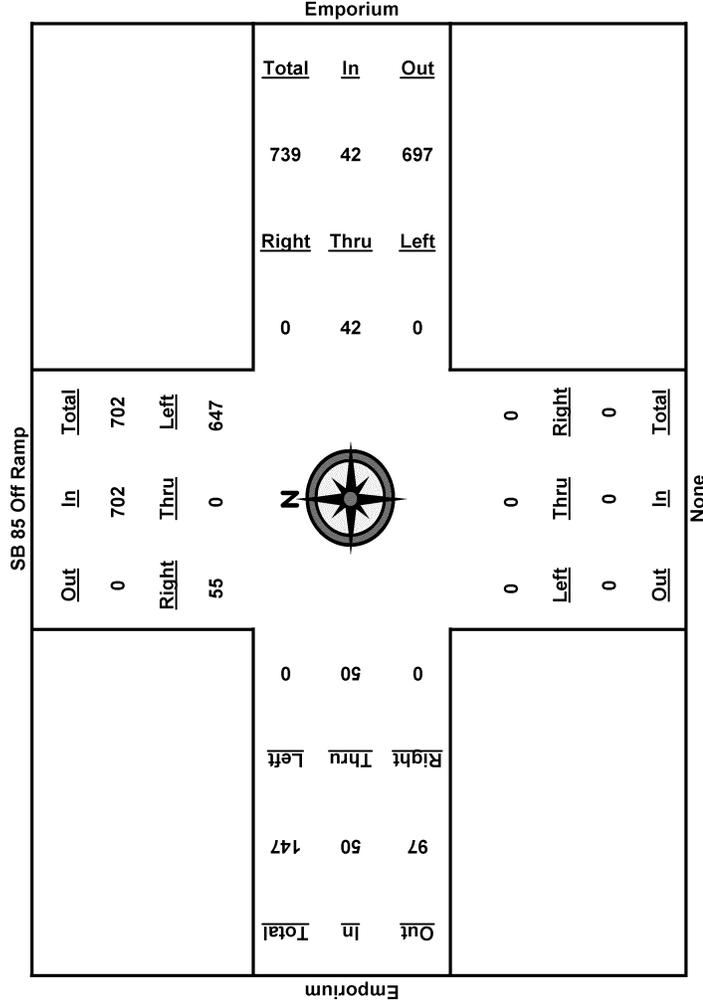
Traffic Monitoring and Analysis  
 870 Castlewood Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

Date: 4/30/09  
 Counter: Patti and Ron  
 Intersection Name: SB85 Off Ramp and Emporium  
 Weather: Clear 09BJ02  
 San Jose

Start Time	SB 85 Off Ramp						Emporium						None						Emporium										
	North Approach			East Approach			West Approach			South Approach			West Approach			Total			Total			Total							
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	13	0	86	99	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	16
7:30	22	0	198	220	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0	54
7:45	31	0	346	377	0	24	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	0	69
8:00	49	0	532	581	0	32	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	0	81
8:15	64	0	669	733	0	39	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	0	95
8:30	77	0	845	922	0	54	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	0	104	
8:45	92	0	987	1,079	0	66	0	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117	0	117	
9:00	113	0	1,140	1,253	0	81	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	0	126	

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	49	0	532	581	0	32	0	32	0	0	0	0	0	0	0	0	81
7:15 - 8:15	51	0	583	634	0	32	0	32	0	0	0	0	0	0	0	0	79
7:30 - 8:30	55	0	647	702	0	42	0	42	0	0	0	0	0	0	0	0	50
7:45 - 8:45	61	0	641	702	0	42	0	42	0	0	0	0	0	0	0	0	48
8:00 - 9:00	64	0	608	672	0	49	0	49	0	0	0	0	0	0	0	0	45
<b>Peak Volumes:</b>	<b>55</b>	<b>0</b>	<b>647</b>	<b>702</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>50</b>							

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	647	0	55	0	50	0	0	42	0



# PM Peak-Hour Volume Count Worksheet

## AUTO-CENSUS

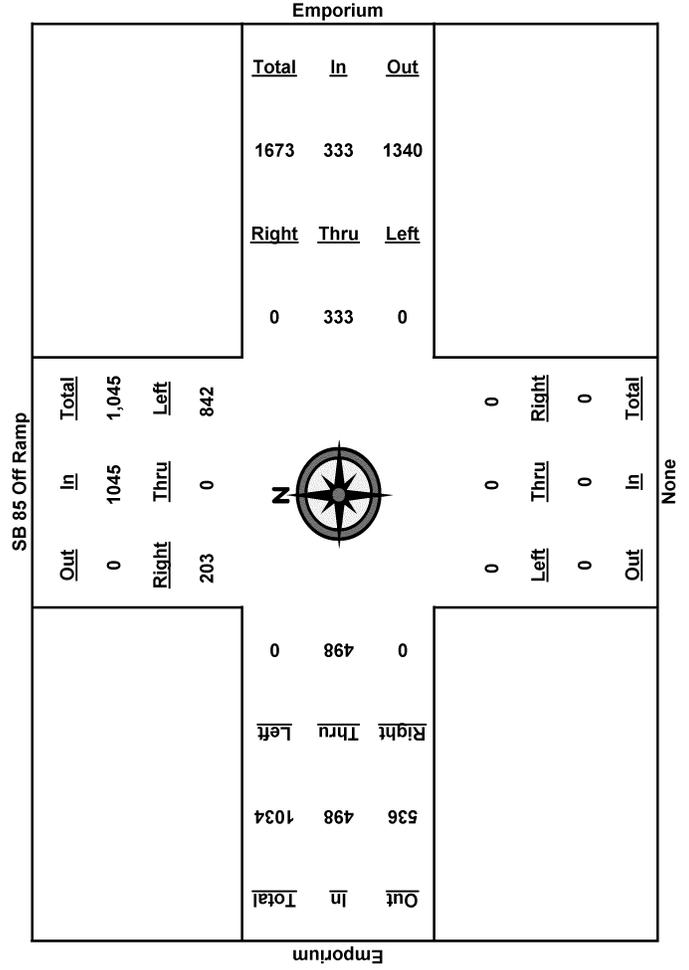
Traffic Monitoring and Analysis  
 870 Castlewood Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

Date: 4/30/09  
 Counter: Patti and Ron  
 Intersection Name: SB85 Off Ramp and Emporium San Jose  
 Weather: Clear 09BJ02

Start Time	SB 85 Off Ramp						Emporium						None						Emporium					
	North Approach			East Approach			South Approach			West Approach			South Approach			West Approach			South Approach			West Approach		
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	41	0	196	237	0	80	0	80	0	0	0	0	0	0	0	0	0	0	0	0	137	0	0	137
4:30	89	0	396	485	0	162	0	162	0	0	0	0	0	0	0	0	0	0	0	0	267	0	0	267
4:45	137	0	582	719	0	252	0	252	0	0	0	0	0	0	0	0	0	0	0	0	405	0	0	405
5:00	187	0	780	967	0	318	0	318	0	0	0	0	0	0	0	0	0	0	0	0	549	0	0	549
5:15	239	0	971	1,210	0	388	0	388	0	0	0	0	0	0	0	0	0	0	0	0	659	0	0	659
5:30	282	0	1,157	1,439	0	461	0	461	0	0	0	0	0	0	0	0	0	0	0	0	784	0	0	784
5:45	337	0	1,392	1,729	0	553	0	553	0	0	0	0	0	0	0	0	0	0	0	0	929	0	0	929
6:00	390	0	1,622	2,012	0	651	0	651	0	0	0	0	0	0	0	0	0	0	0	0	1,047	0	0	1,047

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	187	0	780	967	0	318	0	318	0	0	0	0	0	549	0	0	1,834
4:15 - 5:15	198	0	775	973	0	308	0	308	0	0	0	0	0	522	0	0	1,803
4:30 - 5:30	193	0	761	954	0	299	0	299	0	0	0	0	0	517	0	0	1,770
4:45 - 5:45	200	0	810	1,010	0	301	0	301	0	0	0	0	0	524	0	0	1,835
5:00 - 6:00	203	0	842	1,045	0	333	0	333	0	0	0	0	0	498	0	0	1,876
<b>Peak Volumes:</b>	<b>203</b>	<b>0</b>	<b>842</b>	<b>1,045</b>	<b>0</b>	<b>333</b>	<b>0</b>	<b>333</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>498</b>	<b>0</b>	<b>0</b>	<b>1,876</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	842	0	203	0	498	0	0	333	0



# AM Peak-Hour Volume Count Worksheet

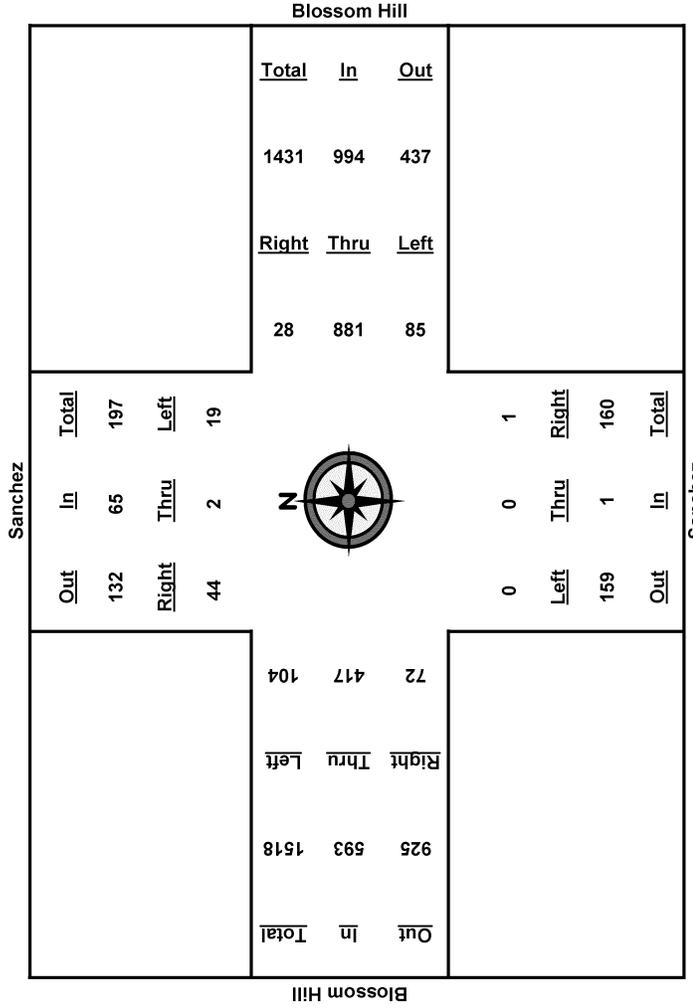
Date: 4/30/09  
 Counter: Kevin and Irene  
 Intersection Name: Blossom Hill and Sanchez  
 Weather: Clear 09BJ02  
 San Jose

**AUTO-CENSUS**  
 Traffic Monitoring and Analysis  
 870 Castlewood Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Sanchez						Blossom Hill								
	North Approach			East Approach			South Approach			West Approach					
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total		
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15	6	0	4	182	23	209	0	0	0	0	0	15	66	17	98
7:30	21	0	9	376	35	420	0	0	0	0	0	32	190	47	269
7:45	34	1	14	604	57	676	1	0	0	0	0	49	273	76	398
8:00	46	2	16	877	78	977	1	0	0	0	0	65	371	97	533
8:15	50	2	23	1,063	108	1,203	1	0	0	0	0	87	483	121	691
8:30	56	3	30	1,312	117	1,466	1	0	1	0	1	101	560	137	798
8:45	60	3	40	1,574	132	1,750	1	0	1	0	1	110	645	153	908
9:00	69	3	45	1,793	147	1,991	1	0	1	0	1	116	752	168	1,036

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour			
7:00 - 8:00	46	2	16	64	22	877	78	977	1	0	0	1	65	371	97	533
7:15 - 8:15	44	2	19	65	28	881	85	994	1	0	0	1	72	417	104	593
7:30 - 8:30	35	3	21	59	28	936	82	1,046	1	0	1	2	69	370	90	529
7:45 - 8:45	26	2	26	54	29	970	75	1,074	0	0	1	1	61	372	77	510
8:00 - 9:00	23	1	29	53	29	916	69	1,014	0	0	1	1	51	381	71	503
<b>Peak Volumes:</b>	<b>44</b>	<b>2</b>	<b>19</b>	<b>65</b>	<b>28</b>	<b>881</b>	<b>85</b>	<b>994</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>417</b>	<b>104</b>	<b>593</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	1	19	2	44	104	417	72	85	881	28



**PM Peak-Hour Volume Count Worksheet**

**AUTO-CENSUS**

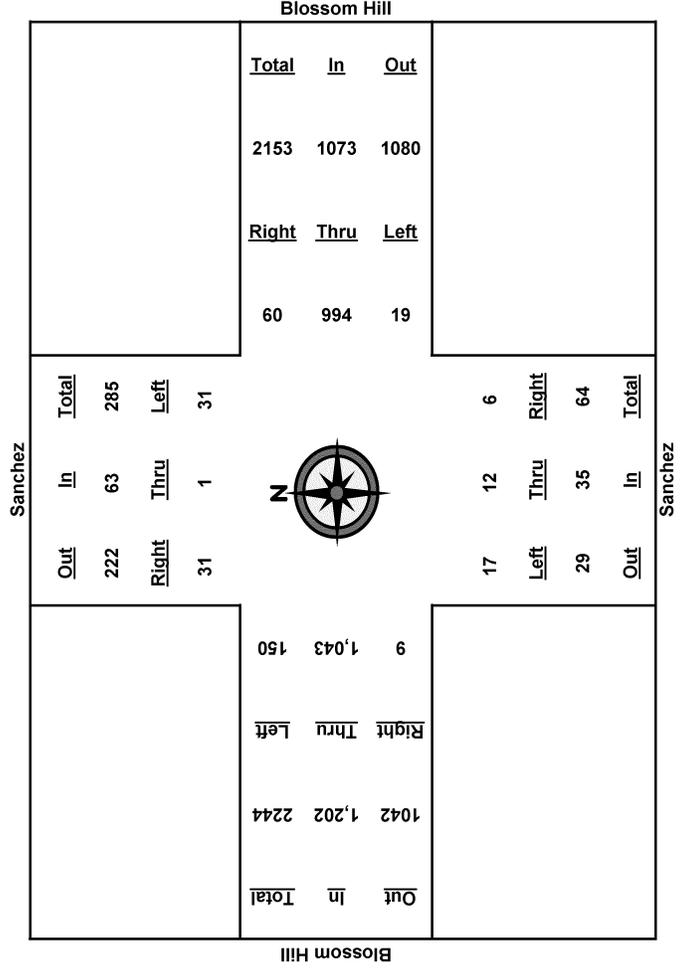
Traffic Monitoring and Analysis  
 870 Castlewood Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

Date: 4/30/09  
 Counter: Kevin and Irene  
 Intersection Name: Blossom Hill and Sanchez  
 Weather: Clear 09BJ02  
 San Jose

Start Time	Sanchez				Blossom Hill				Sanchez				Blossom Hill			
	North Approach		East Approach		South Approach		West Approach		South Approach		West Approach		South Approach		West Approach	
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	7	0	4	11	22	225	9	256	1	2	5	8	2	270	31	303
4:30	12	0	8	20	31	450	16	497	1	2	6	9	4	520	47	571
4:45	21	1	16	38	51	689	22	762	3	4	10	17	9	783	91	883
5:00	29	1	27	57	66	960	27	1,053	5	7	17	29	10	1,052	123	1,185
5:15	35	1	34	70	77	1,187	31	1,295	5	10	19	34	13	1,335	155	1,503
5:30	43	1	39	83	91	1,444	35	1,570	7	14	23	44	13	1,563	197	1,773
5:45	49	1	46	96	104	1,689	41	1,834	7	15	23	45	14	1,822	226	2,062
6:00	58	1	56	115	120	1,941	50	2,111	7	19	25	51	16	2,114	262	2,392

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	29	1	27	57	66	960	27	1,053	5	7	17	29	1,185
4:15 - 5:15	28	1	30	59	55	962	22	1,039	4	8	14	26	1,200
4:30 - 5:30	31	1	31	63	60	994	19	1,073	6	12	17	35	1,202
4:45 - 5:45	28	0	30	58	53	1,000	19	1,072	4	11	13	28	1,179
5:00 - 6:00	29	0	29	58	54	981	23	1,068	2	12	8	22	1,207
<b>Peak Volumes:</b>	<b>31</b>	<b>1</b>	<b>31</b>	<b>63</b>	<b>60</b>	<b>994</b>	<b>19</b>	<b>1,073</b>	<b>6</b>	<b>12</b>	<b>17</b>	<b>35</b>	<b>1,202</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	17	12	6	31	1	31	150	1,043	9	19	994	60



## **Appendix B**

### **City of San Jose Approved Trips Inventory**



AM APPROVED TRIPS

10/16/2009

Intersection of: ALMADEN/BRANHAM

Page No: 1

Traffic Node Number: 5512

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP05-006 HARWOOD CHALLENGER SCHOOL HARWOOD RD (W/S), APPROX. 200 FT N/O MICHON DR	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	3	63	5	1	9	1	10	9	2	2	2	2
PDC02-032 CHERRYVIEW RESIDENTIAL RUSSO DRIVE (TERMINUS)	0	0	0	0	0	0	0	0	0	0	0	0
PDC85-11-109 CNTRY VIEW ESTATE ALMADEN RD (W/S), S/S RAJKOVICH	0	0	0	0	0	0	0	0	0	0	0	0
PDC96-02-011 ARCADIA 85 & ALMADEN EXP (NE/C)	0	5	0	0	7	0	0	0	0	0	0	0
PDC99-10-083 COMMUNICATIONS HILL HILLSDALE AV (N/S), OPP VISTA PARK DR	0	5	0	0	10	4	2	0	0	0	0	0
<b>TOTAL:</b>	<b>3</b>	<b>73</b>	<b>5</b>	<b>1</b>	<b>26</b>	<b>5</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>

	LEFT	THRU	RIGHT
NORTH	1	26	5
EAST	2	2	2
SOUTH	3	73	5
WEST	12	9	2

PM APPROVED TRIPS

10/16/2009

Intersection of: ALMADEN/BRANHAM

Page No: 2

Traffic Node Number: 5512

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP05-006 HARWOOD CHALLENGER SCHOOL HARWOOD RD (W/S), APPROX. 200 FT N/O MICHON DR	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	3	7	5	15	69	13	0	3	0	0	0	0
PDC02-032 CHERRYVIEW RESIDENTIAL RUSSO DRIVE (TERMINUS)	0	0	0	0	0	0	0	0	0	0	0	0
PDC85-11-109 CNTRY VIEW ESTATE ALMADEN RD (W/S), S/S RAJKOVICH	0	0	0	0	0	0	0	0	0	0	0	0
PDC96-02-011 ARCADIA 85 & ALMADEN EXP (NE/C)	0	26	0	0	26	0	0	0	0	0	0	0
PDC99-10-081 OAKRIDGE MALL EXPANSION BLOSSOM HILL RD & SANTA TERESA BLVD (NW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-10-083 COMMUNICATIONS HILL HILLSDALE AV (N/S), OPP VISTA PARK DR	0	10	0	0	5	2	4	0	0	0	0	0
<b>TOTAL:</b>	<b>3</b>	<b>43</b>	<b>5</b>	<b>15</b>	<b>100</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	LEFT	THRU	RIGHT
NORTH	15	100	15
EAST	0	0	0
SOUTH	3	43	5
WEST	4	3	0

AM APPROVED TRIPS

10/16/2009

Intersection of: ALMADEN/CHERRY

Page No: 1

Traffic Node Number: 5521

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP08-005	0	0	0	0	0	0	0	0	0	0	0	0
-----												
PDC02-032 CHERRYVIEW RESIDENTIAL RUSSO DRIVE (TERMINUS)	0	0	0	0	0	0	0	0	0	0	0	0
-----												
PDC85-11-109 CNTRY VIEW ESTATE ALMADEN RD (W/S), S/S RAJKOVICH	0	0	0	0	0	0	0	0	0	0	0	0
-----												
PDC96-02-011 ARCADIA 85 & ALMADEN EXP (NE/C)	0	0	56	7	0	0	0	15	0	33	9	5
-----												
PDC99-10-083 COMMUNICATIONS HILL HILLSDALE AV (N/S), OPP VISTA PARK DR	0	5	0	0	10	0	0	0	0	0	0	0
-----												
<b>TOTAL:</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>33</b>	<b>9</b>	<b>5</b>
				LEFT	THRU	RIGHT						
				NORTH	7	10	0					
				EAST	33	9	5					
				SOUTH	0	5	56					
				WEST	0	15	0					

PM APPROVED TRIPS

10/16/2009

Intersection of: ALMADEN/CHERRY

Page No: 2

Traffic Node Number: 5521

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP08-005	0	0	0	0	0	0	0	0	0	0	0	0
-----												
PDC02-032 CHERRYVIEW RESIDENTIAL RUSSO DRIVE (TERMINUS)	0	0	0	0	0	0	0	0	0	0	0	0
-----												
PDC85-11-109 CNTRY VIEW ESTATE ALMADEN RD (W/S), S/S RAJKOVICH	0	0	0	0	0	0	0	0	0	0	0	0
-----												
PDC96-02-011 ARCADIA 85 & ALMADEN EXP (NE/C)	0	0	191	26	0	0	0	52	0	195	52	26
-----												
PDC99-10-081 OAKRIDGE MALL EXPANSION BLOSSOM HILL RD & SANTA TERESA BLVD (NW/C)	0	0	0	0	0	0	0	0	0	0	0	0
-----												
PDC99-10-083 COMMUNICATIONS HILL HILLSDALE AV (N/S), OPP VISTA PARK DR	0	10	0	0	5	0	0	0	0	0	0	0
-----												
<b>TOTAL:</b>	<b>0</b>	<b>10</b>	<b>191</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>195</b>	<b>52</b>	<b>26</b>
				LEFT	THRU	RIGHT						
				NORTH	26	5	0					
				EAST	195	52	26					
				SOUTH	0	10	191					
				WEST	0	52	0					

AM APPROVED TRIPS

10/16/2009

Intersection of: 85/ALMADEN (N)

Page No: 1

Traffic Node Number: 5522

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP05-006 HARWOOD CHALLENGER SCHOOL HARWOOD RD (W/S), APPROX. 200 FT N/O MICHON DR	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	72	0	0	11	0	0	0	0	0	0	0
PDC02-032 CHERRYVIEW RESIDENTIAL RUSSO DRIVE (TERMINUS)	0	0	0	0	0	0	0	0	0	0	0	0
PDC85-11-109 CNTRY VIEW ESTATE ALMADEN RD (W/S), S/S RAJKOVICH	0	0	0	0	0	0	0	0	0	0	0	0
PDC96-02-011 ARCADIA 85 & ALMADEN EXP (NE/C)	0	33	0	0	33	0	0	0	0	0	0	23
PDC99-10-083 COMMUNICATIONS HILL HILLSDALE AV (N/S), OPP VISTA PARK DR	0	5	0	0	9	0	0	0	0	0	0	0
<b>TOTAL:</b>	<b>0</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
	LEFT			THRU			RIGHT					
	NORTH			0			53					
	EAST			0			23					
	SOUTH			0			110					
	WEST			0			0					

PM APPROVED TRIPS

10/16/2009

Intersection of: 85/ALMADEN (N)

Page No: 2

Traffic Node Number: 5522

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP05-006 HARWOOD CHALLENGER SCHOOL HARWOOD RD (W/S), APPROX. 200 FT N/O MICHON DR	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	11	3	0	78	0	0	0	0	9	0	4
PDC02-032 CHERRYVIEW RESIDENTIAL RUSSO DRIVE (TERMINUS)	0	0	0	0	0	0	0	0	0	0	0	0
PDC85-11-109 CNTRY VIEW ESTATE ALMADEN RD (W/S), S/S RAJKOVICH	0	0	0	0	0	0	0	0	0	0	0	0
PDC96-02-011 ARCADIA 85 & ALMADEN EXP (NE/C)	0	113	0	0	195	0	0	0	0	0	0	78
PDC99-10-081 OAKRIDGE MALL EXPANSION BLOSSOM HILL RD & SANTA TERESA BLVD (NW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-10-083 COMMUNICATIONS HILL HILLSDALE AV (N/S), OPP VISTA PARK DR	0	10	0	0	5	0	0	0	0	0	0	0
<b>TOTAL:</b>	<b>0</b>	<b>134</b>	<b>3</b>	<b>0</b>	<b>278</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>82</b>
	LEFT			THRU			RIGHT					
	NORTH			0			278					
	EAST			9			82					
	SOUTH			0			134					
	WEST			0			0					

AM APPROVED TRIPS

10/16/2009

Intersection of: 85/ALMADEN (S)

Page No: 1

Traffic Node Number: 5523

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP05-006 HARWOOD CHALLENGER SCHOOL HARWOOD RD (W/S), APPROX. 200 FT N/O MICHON DR	0	0	0	0	0	0	0	0	0	0	0	0
----- NSJ NORTH SAN JOSE	0	73	9	0	8	3	1	0	0	0	0	0
----- PDC85-11-109 CNTRY VIEW ESTATE ALMADEN RD (W/S), S/S RAJKOVICH	0	0	0	0	0	0	0	0	0	0	0	0
----- PDC96-02-011 ARCADIA 85 & ALMADEN EXP (NE/C)	0	10	0	0	6	0	23	0	0	0	0	0
<b>TOTAL:</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
				LEFT	THRU	RIGHT						
				NORTH	0	14	3					
				EAST	0	0	0					
				SOUTH	0	83	9					
				WEST	24	0	0					

PM APPROVED TRIPS

10/16/2009

Intersection of: 85/ALMADEN (S)

Page No: 2

Traffic Node Number: 5523

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP05-006 HARWOOD CHALLENGER SCHOOL HARWOOD RD (W/S), APPROX. 200 FT N/O MICHON DR	0	0	0	0	0	0	0	0	0	0	0	0
----- NSJ NORTH SAN JOSE	0	12	2	0	77	9	0	0	0	0	0	0
----- PDC85-11-109 CNTRY VIEW ESTATE ALMADEN RD (W/S), S/S RAJKOVICH	0	0	0	0	0	0	0	0	0	0	0	0
----- PDC96-02-011 ARCADIA 85 & ALMADEN EXP (NE/C)	0	35	0	0	39	0	78	0	0	0	0	0
----- PDC99-10-081 OAKRIDGE MALL EXPANSION BLOSSOM HILL RD & SANTA TERESA BLVD (NW/C)	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL:</b>	<b>0</b>	<b>47</b>	<b>2</b>	<b>0</b>	<b>116</b>	<b>9</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
				LEFT	THRU	RIGHT						
				NORTH	0	116	9					
				EAST	0	0	0					
				SOUTH	0	47	2					
				WEST	78	0	0					

**AM APPROVED TRIPS**

10/16/2009

Intersection of: 85/ALMADEN PLAZA

Page No: 1

Traffic Node Number: 3201

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PDC85-11-109 CNTRY VIEW ESTATE ALMADEN RD (W/S), S/S RAJKOVICH	0	0	0	0	0	0	0	0	0	0	0	0	
PDC96-02-011 ARCADIA 85 & ALMADEN EXP (NE/C)	0	0	0	23	0	0	0	0	0	0	0	0	
PDC99-10-083 COMMUNICATIONS HILL HILLSDALE AV (N/S), OPP VISTA PARK DR	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>								
				LEFT	THRU	RIGHT							
				NORTH	23	0	0						
				EAST	0	0	0						
				SOUTH	0	0	0						
				WEST	0	0	0						

**PM APPROVED TRIPS**

10/16/2009

Intersection of: 85/ALMADEN PLAZA

Page No: 2

Traffic Node Number: 3201

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PDC85-11-109 CNTRY VIEW ESTATE ALMADEN RD (W/S), S/S RAJKOVICH	0	0	0	0	0	0	0	0	0	0	0	0	
PDC96-02-011 ARCADIA 85 & ALMADEN EXP (NE/C)	0	0	0	78	0	0	0	0	0	0	0	0	
PDC99-10-083 COMMUNICATIONS HILL HILLSDALE AV (N/S), OPP VISTA PARK DR	0	0	0	1	0	0	0	0	0	0	0	0	
<b>TOTAL:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>								
				LEFT	THRU	RIGHT							
				NORTH	79	0	0						
				EAST	0	0	0						
				SOUTH	0	0	0						
				WEST	0	0	0						

**AM APPROVED TRIPS**

10/16/2009

Intersection of: *ALMADEN/BLOSSOM HILL*

Page No: 1

Traffic Node Number: 5513

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H01-12-081 BLOSSOM HILL LIBRARY BLOSSOM HILL RD, E/O CHAMBERTIN	0	0	0	0	0	0	0	0	0	0	0	0
----- NSJ NORTH SAN JOSE	2	60	0	2	7	1	5	3	0	1	5	2
----- PDC85-11-109 CNTRY VIEW ESTATE ALMADEN RD (W/S), S/S RAJKOVICH	0	0	0	0	0	0	0	0	0	0	0	0
----- PDC96-02-011 ARCADIA 85 & ALMADEN EXP (NE/C)	0	8	3	0	4	2	2	3	0	2	0	0
----- PDC99-10-083 COMMUNICATIONS HILL HILLSDALE AV (N/S), OPP VISTA PARK DR	0	2	0	0	4	5	3	0	0	0	0	0

**TOTAL:** 2 70 3 2 15 8 10 6 0 3 5 2

	LEFT	THRU	RIGHT
NORTH	2	15	8
EAST	3	5	2
SOUTH	2	70	3
WEST	10	6	0

**PM APPROVED TRIPS**

10/16/2009

Intersection of: *ALMADEN/BLOSSOM HILL*

Page No: 2

Traffic Node Number: 5513

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
H01-12-081 BLOSSOM HILL LIBRARY BLOSSOM HILL RD, E/O CHAMBERTIN	0	0	0	0	0	0	0	0	0	0	0	0
----- NSJ NORTH SAN JOSE	1	8	1	26	49	8	0	1	0	0	0	0
----- PDC85-11-109 CNTRY VIEW ESTATE ALMADEN RD (W/S), S/S RAJKOVICH	0	0	0	0	0	0	0	0	0	0	0	0
----- PDC96-02-011 ARCADIA 85 & ALMADEN EXP (NE/C)	0	27	9	0	27	12	8	8	0	9	4	0
----- PDC99-10-081 OAKRIDGE MALL EXPANSION BLOSSOM HILL RD & SANTA TERESA BLVD (NW/C)	0	0	0	0	0	0	0	0	0	0	0	0
----- PDC99-10-083 COMMUNICATIONS HILL HILLSDALE AV (N/S), OPP VISTA PARK DR	0	4	0	0	2	3	5	0	0	0	0	0

**TOTAL:** 1 39 10 26 78 23 13 9 0 9 4 0

	LEFT	THRU	RIGHT
NORTH	26	78	23
EAST	9	4	0
SOUTH	1	39	10
WEST	13	9	0

**AM APPROVED TRIPS**

10/16/2009

Intersection of: BLOSSOM HILL/SANCHEZ

Page No: 1

Traffic Node Number: 3332

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC96-02-011 ARCADIA 85 & ALMADEN EXP (NE/C)	0	0	0	9	0	2	6	0	0	0	0	15

TOTAL: 0 0 0 9 0 2 6 0 0 0 0 0 15

	LEFT	THRU	RIGHT
NORTH	9	0	2
EAST	0	0	15
SOUTH	0	0	0
WEST	6	0	0

**PM APPROVED TRIPS**

10/16/2009

Intersection of: BLOSSOM HILL/SANCHEZ

Page No: 2

Traffic Node Number: 3332

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC96-02-011 ARCADIA 85 & ALMADEN EXP (NE/C)	0	0	0	52	0	13	17	0	0	0	0	52
PDC99-10-081 OAKRIDGE MALL EXPANSION BLOSSOM HILL RD & SANTA TERESA BLVD (NW/C)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL: 0 0 0 52 0 13 17 0 0 0 0 0 52

	LEFT	THRU	RIGHT
NORTH	52	0	13
EAST	0	0	52
SOUTH	0	0	0
WEST	17	0	0



**Appendix C**  
**Volume Summary Tables**



City of San Jose  
Almaden Ranch Retail Center TIA

Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Intersection Number: 1 Traffic Node Number: 5512 Intersection Name: Almaden Expwy & Branham Ln Peak Hour: AM Count Date: 10/29/08 Scenario: 400,000 s.f. of Retail (SJ) Growth Factor: 0.003 (SJ) Number of Months: 0.0 Date of Analysis: 04/28/11 Future Growth % Per Year: 0.012 Number of Years to Buildout: 3													
Existing Conditions	119	831	119	579	491	384	178	2012	188	92	392	300	5685
Home Expo Trips	0	-2	0	0	0	-1	0	0	0	-1	0	0	-4
<b>Approved Project Trips</b>													
CSJ ATI	5	19	1	2	2	2	5	68	3	2	9	12	130
Vacant Expo Bldg Trips	0	9	0	0	0	9	7	7	7	9	0	0	48
Best Buy DW Exist Vol Reassign for Fut LT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	5	28	1	2	2	11	12	75	10	11	9	12	178
Background Conditions	124	859	120	581	493	395	190	2087	198	103	401	312	5863
check	124	859	120	581	493	395	190	2087	198	103	401	312	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	0	28	0	0	0	28	12	12	12	28	0	0	120
Sanchez Extension 5% Exist Reassign	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips w/ Sanchez	0	28	0	0	0	28	12	12	12	28	0	0	120
Bkgrd+Proj Conditions w/Sanchez	124	887	120	581	493	423	202	2099	210	131	401	312	5983
check	124	887	120	581	493	423	202	2099	210	131	401	312	
Existing Plus Project Conditions	119	859	119	579	491	412	190	2024	200	120	392	300	5805
check	119	859	119	579	491	412	190	2024	200	120	392	300	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	2	34	2	3	46	4	3	78	4	2	23	3	205
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Future Growth	2	34	2	3	46	4	3	78	4	2	23	3	205
Cumulative Conditions	126	921	122	584	539	427	205	2177	214	133	424	315	6188
check	126	921	122	584	539	427	205	2177	214	133	424	315	

Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Intersection Number: 2 Traffic Node Number: 5521 Intersection Name: Almaden Expwy & Cherry Av/Chynoweth Av Peak Hour: AM Count Date: 11/12/09 Scenario: 400,000 s.f. of Retail (SJ) Growth Factor: 0.003 (SJ) Number of Months: 0.0 Date of Analysis: 04/28/11 Future Growth % Per Year: 0.012 Number of Years to Buildout: 3													
Existing Conditions	62	1330	60	25	15	78	2	1980	239	534	22	104	4451
Home Expo Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Approved Project Trips</b>													
CSJ ATI	0	10	0	0	0	0	0	5	0	0	0	0	15
Vacant Expo Bldg Trips	0	26	0	0	0	0	0	20	7	9	0	0	62
Best Buy DW Exist Vol Reassign for Fut LT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	36	0	0	0	0	0	25	7	9	0	0	77
Background Conditions	62	1366	60	25	15	78	2	2005	246	543	22	104	4528
check	62	1366	60	25	15	78	2	2005	246	543	22	104	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	0	0	84	36	12	48	31	0	0	0	28	0	239
Sanchez Extension 5% Exist Reassign	0	-8	8	24	0	0	0	-24	0	0	0	0	0
Total Project Trips w/ Sanchez	0	-8	92	60	12	48	31	-24	0	0	28	0	239
Bkgrd+Proj Conditions w/Sanchez	62	1358	152	85	27	126	33	1981	246	543	50	104	4767
check	62	1358	152	85	27	126	33	1981	246	543	50	104	
Existing Plus Project Conditions	62	1322	152	85	27	126	33	1956	239	534	50	104	4690
check	62	1322	152	85	27	126	33	1956	239	534	50	104	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	2	48	2	1	1	3	0	71	9	19	1	4	160
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Future Growth	2	48	2	1	1	3	0	71	9	19	1	4	160
Cumulative Conditions	64	1406	154	86	28	129	33	2052	255	562	51	108	4927
check	64	1406	154	86	28	129	33	2052	255	562	51	108	

City of San Jose  
Almaden Ranch Retail Center TIA

Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Intersection Number:	3												
Traffic Node Number:	5522												
Intersection Name:	Almaden Expwy & SR 85 (North)												
Peak Hour:	AM												
Count Date:	10/02/08												
Scenario:	400,000 s.f. of Retail												
(S) Growth Factor:	0.003												
(S) Number of Months:	0.0												
	Future Growth % Per Year: 0.012												
	Number of Years to Buildout: 3												
Existing Conditions	4	1825	0	209	5	470	0	2132	21	4	0	0	4670
Home Expo Trips	-5	0	0	0	-7	0	0	0	-16	-5	0	0	-33
<b>Approved Project Trips</b>													
CSJ ATI	0	20	0	0	0	0	0	77	0	0	0	0	97
Vacant Expo Bldg Trips	35	0	0	0	13	0	0	0	39	41	0	27	155
Best Buy DW Exist Vol Reassign for Fut LT	0	0	0	0	0	0	0	-2	0	-2	0	2	-2
<b>Total Approved Trips</b>	<b>35</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>39</b>	<b>39</b>	<b>0</b>	<b>29</b>	<b>250</b>
Background Conditions	39	1845	0	209	18	470	0	2207	60	43	0	29	4920
check	39	1845	0	209	18	470	0	2207	60	43	0	29	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	0	48	0	42	0	0	0	70	0	0	0	0	160
Sanchez Extension 5% Exist Reassign	0	-8	0	0	0	0	0	-24	0	0	0	0	-32
	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Trips w/ Sanchez</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>128</b>
Bkgrd+Proj Conditions w/Sanchez	39	1885	0	251	18	470	0	2253	60	43	0	29	5048
check	39	1885	0	251	18	470	0	2253	60	43	0	29	
Existing Plus Project Conditions	4	1865	0	251	5	470	0	2178	21	4	0	0	4798
check	4	1865	0	251	5	470	0	2178	21	4	0	0	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	0	66	0	8	0	17	0	77	1	0	0	0	168
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Future Growth</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>77</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>168</b>
Cumulative Conditions	39	1951	0	259	18	487	0	2330	61	43	0	29	5216
check	39	1951	0	259	18	487	0	2330	61	43	0	29	

Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Intersection Number:	4												
Traffic Node Number:	5523												
Intersection Name:	Almaden Expwy & SR 85 (South)												
Peak Hour:	AM												
Count Date:	10/02/08												
Scenario:	400,000 s.f. of Retail												
(S) Growth Factor:	0.003												
(S) Number of Months:	0.0												
	Future Growth % Per Year: 0.012												
	Number of Years to Buildout: 3												
Existing Conditions	55	1516	0	0	0	0	1193	2776	4	380	28	258	6210
Home Expo Trips	0	-3	0	0	0	0	0	-11	0	0	0	-5	-19
<b>Approved Project Trips</b>													
CSJ ATI	3	8	0	0	0	0	9	73	0	0	0	1	94
Vacant Expo Bldg Trips	0	20	0	0	0	0	0	26	0	0	0	13	59
Best Buy DW Exist Vol Reassign for Fut LT	0	-2	0	0	0	0	0	-2	0	0	0	0	-4
<b>Total Approved Trips</b>	<b>3</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>149</b>
Background Conditions	58	1542	0	0	0	0	1202	2873	4	380	28	272	6359
check	58	1542	0	0	0	0	1202	2873	4	380	28	272	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	0	12	0	0	0	0	0	28	0	0	0	42	82
Sanchez Extension 5% Exist Reassign	0	-8	0	0	0	0	0	-24	0	0	0	0	-32
	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Trips w/ Sanchez</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>50</b>
Bkgrd+Proj Conditions w/Sanchez	58	1546	0	0	0	0	1202	2877	4	380	28	314	6409
check	58	1546	0	0	0	0	1202	2877	4	380	28	314	
Existing Plus Project Conditions	55	1520	0	0	0	0	1193	2780	4	380	28	300	6260
check	55	1520	0	0	0	0	1193	2780	4	380	28	300	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	2	55	0	0	0	0	43	100	0	14	1	9	224
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Future Growth</b>	<b>2</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>100</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>9</b>	<b>224</b>
Cumulative Conditions	60	1601	0	0	0	0	1245	2977	4	394	29	323	6633
check	60	1601	0	0	0	0	1245	2977	4	394	29	323	

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Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Intersection Number:	5												
Traffic Node Number:	3201												
Intersection Name:	SR 85 Off-Ramp & Almaden Plaza Wy												
Peak Hour:	AM												
Count Date:	04/30/09												
Scenario:	400,000 s.f. of Retail												
(S) Growth Factor:	0.003												
(S) Number of Months:	0.0												
	Date of Analysis: 04/28/11												
	Future Growth % Per Year: 0.012												
	Number of Years to Buildout: 3												
Existing Conditions	55	0	647	0	42	0	0	0	0	0	50	0	794
Home Expo Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Approved Project Trips</b>													
CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Expo Bldg Trips	0	0	13	0	0	0	0	0	0	0	0	0	13
Best Buy DW Exist Vol Reassign for Fut LT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	13	0	0	0	0	0	0	0	0	0	13
Background Conditions	55	0	660	0	42	0	0	0	0	0	50	0	807
check	55	0	660	0	42	0	0	0	0	0	50	0	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	0	0	42	0	0	0	0	0	0	0	0	0	42
Sanchez Extension 5% Exist Reassign	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips w/ Sanchez	0	0	42	0	0	0	0	0	0	0	0	0	42
Bkgrd+Proj Conditions w/Sanchez	55	0	702	0	42	0	0	0	0	0	50	0	849
check	55	0	702	0	42	0	0	0	0	0	50	0	
Existing Plus Project Conditions	55	0	689	0	42	0	0	0	0	0	50	0	836
check	55	0	689	0	42	0	0	0	0	0	50	0	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	2	0	23	0	2	0	0	0	0	0	2	0	29
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Future Growth	2	0	23	0	2	0	0	0	0	0	2	0	29
Cumulative Conditions	57	0	725	0	44	0	0	0	0	0	52	0	878
check	57	0	725	0	44	0	0	0	0	0	52	0	

Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Intersection Number:	6												
Traffic Node Number:	5513												
Intersection Name:	Almaden Expwy & Blossom Hill Rd												
Peak Hour:	AM												
Count Date:	10/02/08												
Scenario:	400,000 s.f. of Retail												
(S) Growth Factor:	0.003												
(S) Number of Months:	0.0												
	Date of Analysis: 04/28/11												
	Future Growth % Per Year: 0.012												
	Number of Years to Buildout: 3												
Existing Conditions	477	1138	171	473	502	79	62	2536	102	113	470	470	6593
Home Expo Trips	-1	-1	-1	-4	0	0	0	-4	0	0	0	-3	-14
<b>Approved Project Trips</b>													
CSJ ATI	6	11	2	2	5	1	0	62	2	0	3	8	102
Vacant Expo Bldg Trips	7	7	7	9	0	0	0	9	0	0	0	9	48
Best Buy DW Exist Vol Reassign for Fut LT	0	0	-2	0	0	0	0	0	0	0	0	0	-2
Total Approved Trips	13	18	7	11	5	1	0	71	2	0	3	17	148
Background Conditions	490	1156	178	484	507	80	62	2607	104	113	473	487	6741
check	490	1156	178	484	507	80	62	2607	104	113	473	487	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	6	6	0	0	6	6	14	14	0	0	14	14	80
Sanchez Extension 5% Exist Reassign	0	0	-8	-24	0	0	0	0	0	0	0	0	-32
Total Project Trips w/ Sanchez	6	6	-8	-24	6	6	14	14	0	0	14	14	48
Bkgrd+Proj Conditions w/Sanchez	496	1162	170	460	513	86	76	2621	104	113	487	501	6789
check	496	1162	170	460	513	86	76	2621	104	113	487	501	
Existing Plus Project Conditions	483	1144	163	449	508	85	76	2550	102	113	484	484	6641
check	483	1144	163	449	508	85	76	2550	102	113	484	484	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	17	41	6	17	18	3	2	91	4	4	17	17	237
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Future Growth	17	41	6	17	18	3	2	91	4	4	17	17	237
Cumulative Conditions	513	1203	176	477	531	89	78	2712	108	117	504	518	7026
check	513	1203	176	477	531	89	78	2712	108	117	504	518	

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Intersection Number:	7												
Traffic Node Number:	3332												
Intersection Name:	Sanchez Drive & Blossom Hill Rd												
Peak Hour:	AM									Date of Analysis: 04/28/11			
Count Date:	04/30/09												
Scenario:	400,000 s.f. of Retail												
(Sj) Growth Factor:	0.003									Future Growth % Per Year: 0.012			
(Sj) Number of Months:	0.0									Number of Years to Buildout: 3			
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	44	2	19	28	881	85	1	0	0	72	417	104	1653
Home Expo Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Approved Project Trips</b>													
CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Expo Bldg Trips	0	0	0	0	9	0	0	0	0	0	7	0	16
Best Buy DW Exist Vol Reassign for Fut LT	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Approved Trips</b>	0	0	0	0	9	0	0	0	0	0	7	0	16
Background Conditions	44	2	19	28	890	85	1	0	0	72	424	104	1669
check	44	2	19	28	890	85	1	0	0	72	424	104	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	12	0	12	28	0	0	0	0	0	0	0	28	80
Sanchez Extension 5% Exist Reassign	0	0	8	24	-24	0	0	0	0	0	-8	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Trips w/ Sanchez</b>	12	0	20	52	-24	0	0	0	0	0	-8	28	80
Bkgrd+Proj Conditions w/Sanchez	56	2	39	80	866	85	1	0	0	72	416	132	1749
check	56	2	39	80	866	85	1	0	0	72	416	132	
Existing Plus Project Conditions	56	2	39	80	857	85	1	0	0	72	409	132	1733
check	56	2	39	80	857	85	1	0	0	72	409	132	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	2	0	1	1	32	3	0	0	0	3	15	4	60
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Future Growth</b>	2	0	1	1	32	3	0	0	0	3	15	4	60
Cumulative Conditions	58	2	40	81	898	88	1	0	0	75	431	136	1809
check	58	2	40	81	898	88	1	0	0	75	431	136	

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Intersection Number:	1												
Traffic Node Number:	5512												
Intersection Name:	Almaden Expwy & Branham Ln												
Peak Hour:	PM									Date of Analysis: 04/28/11			
Count Date:	09/25/08												
Scenario:	400,000 s.f. of Retail												
(S) Growth Factor:	0.003									Future Growth % Per Year: 0.012			
(S) Number of Months:	0.0									Number of Years to Buildout: 3			
Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	308	1933	454	104	366	362	412	652	213	156	469	257	5686
Home Expo Trips	0	-11	0	0	0	-11	0	0	0	-11	0	0	-33
<b>Approved Project Trips</b>													
CSJ ATI	15	74	15	0	0	0	5	17	3	0	3	4	136
Vacant Expo Bldg Trips	0	16	0	0	0	16	16	16	16	16	0	0	96
Best Buy DW Exist Vol Reassign for Fut LT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	15	90	15	0	0	16	21	33	19	16	3	4	232
Background Conditions	323	2023	469	104	366	378	433	685	232	172	472	261	5918
check	323	2023	469	104	366	378	433	685	232	172	472	261	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	0	68	0	0	0	68	68	68	68	68	0	0	408
Sanchez Extension 5% Exist Reassign	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips w/ Sanchez	0	68	0	0	0	68	68	68	68	68	0	0	408
Bkgrd+Proj Conditions w/Sanchez	323	2091	469	104	366	446	501	753	300	240	472	261	6326
check	323	2091	469	104	366	446	501	753	300	240	472	261	
Existing Plus Project Conditions	308	2001	454	104	366	430	480	720	281	224	469	257	6094
check	308	2001	454	104	366	430	480	720	281	224	469	257	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	11	70	16	4	13	13	15	23	8	6	17	9	205
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Future Growth	11	70	16	4	13	13	15	23	8	6	17	9	205
Cumulative Conditions	334	2161	485	108	379	459	516	776	308	246	489	270	6531
check	334	2161	485	108	379	459	516	776	308	246	489	270	

Intersection Number:	2												
Traffic Node Number:	5521												
Intersection Name:	Almaden Expwy & Cherry Av/Chynoweth Av												
Peak Hour:	PM									Date of Analysis: 04/28/11			
Count Date:	11/12/09												
Scenario:	400,000 s.f. of Retail												
(S) Growth Factor:	0.003									Future Growth % Per Year: 0.012			
(S) Number of Months:	0.0									Number of Years to Buildout: 3			
Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	93	1686	97	14	67	197	3	1111	383	544	43	73	4311
Home Expo Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Approved Project Trips</b>													
CSJ ATI	0	5	0	0	0	0	0	10	0	0	0	0	15
Vacant Expo Bldg Trips	0	47	0	0	0	0	0	49	16	16	0	0	128
Best Buy DW Exist Vol Reassign for Fut LT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	52	0	0	0	0	0	59	16	16	0	0	143
Background Conditions	93	1738	97	14	67	197	3	1170	399	560	43	73	4454
check	93	1738	97	14	67	197	3	1170	399	560	43	73	
<b>Project Trips &amp; Reassignment</b>													
PM Pass-By Trips	-4	-64	68	129	13	83	34	-126	-9	-19	22	-3	124
Retail Project Trips	0	0	203	203	68	270	74	0	0	0	68	0	886
Sanchez Extension 5% Exist Reassign	0	-31	31	18	0	0	0	-18	0	0	0	0	0
Total Project Trips w/ Sanchez	0	-31	234	221	68	270	74	-18	0	0	68	0	886
Bkgrd+Proj Conditions w/Sanchez	89	1643	399	364	148	550	111	1026	390	541	133	70	5464
check	89	1643	399	364	148	550	111	1026	390	541	133	70	
Existing Plus Project Conditions	93	1655	331	235	135	467	77	1093	383	544	111	73	5197
check	93	1655	331	235	135	467	77	1093	383	544	111	73	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	3	61	3	1	2	7	0	40	14	20	2	3	155
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Future Growth	3	61	3	1	2	7	0	40	14	20	2	3	155
Cumulative Conditions	92	1704	402	365	150	557	111	1066	404	561	135	73	5619
check	92	1704	402	365	150	557	111	1066	404	561	135	73	

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Intersection Number:	3												
Traffic Node Number:	5522												
Intersection Name:	Almaden Expwy & SR 85 (North)												
Peak Hour:	PM												
Count Date:	09/25/08												
Scenario:	400,000 s.f. of Retail												
(S) Growth Factor:	0.003												
(S) Number of Months:	0.0												
	Future Growth % Per Year: 0.012												
	Number of Years to Buildout: 3												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	35	2552	0	433	23	851	0	1085	57	106	0	0	5142
Home Expo Trips	-43	0	0	0	-37	0	0	0	-43	-109	0	0	-232
<b>Approved Project Trips</b>													
CSJ ATI	0	83	0	4	0	9	0	21	0	0	0	0	117
Vacant Expo Bldg Trips + PassBy	84	-21	0	-3	32	-5	0	-23	94	124	0	91	373
Best Buy DW Exist Vol Reassign for Fut LT	0	0	0	0	0	0	0	-42	0	-42	0	42	-42
<b>Total Approved Trips</b>	<b>84</b>	<b>62</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>4</b>	<b>0</b>	<b>-44</b>	<b>94</b>	<b>82</b>	<b>0</b>	<b>133</b>	<b>448</b>
Background Conditions	119	2614	0	434	55	855	0	1041	151	188	0	133	5590
check	119	2614	0	434	55	855	0	1041	151	188	0	133	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	0	270	0	101	0	0	0	169	0	0	0	0	540
Sanchez Extension 5% Exist Reassign	0	-31	0	0	0	0	0	-18	0	0	0	0	-49
<b>Total Project Trips w/ Sanchez</b>	<b>0</b>	<b>239</b>	<b>0</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>151</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>491</b>
Bkgrd+Proj Conditions w/Sanchez	119	2853	0	535	55	855	0	1192	151	188	0	133	6081
check	119	2853	0	535	55	855	0	1192	151	188	0	133	
Existing Plus Project Conditions	35	2791	0	534	23	851	0	1236	57	106	0	0	5633
check	35	2791	0	534	23	851	0	1236	57	106	0	0	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	1	92	0	16	1	31	0	39	2	4	0	0	185
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Future Growth</b>	<b>1</b>	<b>92</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>31</b>	<b>0</b>	<b>39</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>185</b>
Cumulative Conditions	120	2945	0	551	56	886	0	1231	153	192	0	133	6266
check	120	2945	0	551	56	886	0	1231	153	192	0	133	

Intersection Number:	4												
Traffic Node Number:	5523												
Intersection Name:	Almaden Expwy & SR 85 (South)												
Peak Hour:	PM												
Count Date:	09/25/08												
Scenario:	400,000 s.f. of Retail												
(S) Growth Factor:	0.003												
(S) Number of Months:	0.0												
	Future Growth % Per Year: 0.012												
	Number of Years to Buildout: 3												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	297	2313	0	0	0	0	658	1554	71	486	184	620	6183
Home Expo Trips	0	-50	0	0	0	0	0	-29	0	0	0	-14	-93
<b>Approved Project Trips</b>													
CSJ ATI	9	77	0	0	0	0	2	12	0	0	0	0	100
Vacant Expo Bldg Trips	0	49	0	0	0	0	0	47	0	0	0	24	120
Best Buy DW Exist Vol Reassign for Fut LT	0	-42	0	0	0	0	0	-42	0	0	0	0	-84
<b>Total Approved Trips</b>	<b>9</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>136</b>
Background Conditions	306	2397	0	0	0	0	660	1571	71	486	184	644	6319
check	306	2397	0	0	0	0	660	1571	71	486	184	644	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	0	68	0	0	0	0	0	68	0	0	0	101	237
Sanchez Extension 5% Exist Reassign	0	-31	0	0	0	0	0	-18	0	0	0	0	-49
<b>Total Project Trips w/ Sanchez</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>188</b>
Bkgrd+Proj Conditions w/Sanchez	306	2434	0	0	0	0	660	1621	71	486	184	745	6507
check	306	2434	0	0	0	0	660	1621	71	486	184	745	
Existing Plus Project Conditions	297	2350	0	0	0	0	658	1604	71	486	184	721	6371
check	297	2350	0	0	0	0	658	1604	71	486	184	721	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	11	83	0	0	0	0	24	56	3	17	7	22	223
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Future Growth</b>	<b>11</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>3</b>	<b>17</b>	<b>7</b>	<b>22</b>	<b>223</b>
Cumulative Conditions	317	2517	0	0	0	0	684	1677	74	503	191	767	6730
check	317	2517	0	0	0	0	684	1677	74	503	191	767	

City of San Jose  
Almaden Ranch Retail Center TIA

Intersection Number:	5												
Traffic Node Number:	3201												
Intersection Name:	SR 85 Off-Ramp & Almaden Plaza Wy												
Peak Hour:	PM												
Count Date:	04/30/09												
Scenario:	400,000 s.f. of Retail												
(Sj) Growth Factor:	0.003												
(Sj) Number of Months:	0.0												
	Future Growth % Per Year: 0.012												
	Number of Years to Buildout: 3												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	203	0	842	0	333	0	0	0	0	0	498	0	1876
Home Expo Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Approved Project Trips</b>													
CSJ ATI	0	0	1	0	0	0	0	0	0	0	0	0	1
Vacant Expo Bldg Trips	0	0	24	0	0	0	0	0	0	0	0	0	24
Best Buy DW Exist Vol Reassign for Fut LT	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Approved Trips</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
Background Conditions	203	0	867	0	333	0	0	0	0	0	498	0	1901
check	203	0	867	0	333	0	0	0	0	0	498	0	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	0	0	101	0	0	0	0	0	0	0	0	0	101
Sanchez Extension 5% Exist Reassign	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Trips w/ Sanchez</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>101</b>
Bkgrd+Proj Conditions w/Sanchez	203	0	968	0	333	0	0	0	0	0	498	0	2002
check	203	0	968	0	333	0	0	0	0	0	498	0	
Existing Plus Project Conditions	203	0	943	0	333	0	0	0	0	0	498	0	1977
check	203	0	943	0	333	0	0	0	0	0	498	0	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	7	0	30	0	12	0	0	0	0	0	18	0	68
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Future Growth</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>68</b>
Cumulative Conditions	210	0	998	0	345	0	0	0	0	0	516	0	2070
check	210	0	998	0	345	0	0	0	0	0	516	0	

Intersection Number:	6												
Traffic Node Number:	5513												
Intersection Name:	Almaden Expwy & Blossom Hill Rd												
Peak Hour:	PM												
Count Date:	09/25/08												
Scenario:	400,000 s.f. of Retail												
(Sj) Growth Factor:	0.003												
(Sj) Number of Months:	0.0												
	Future Growth % Per Year: 0.012												
	Number of Years to Buildout: 3												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	464	1743	598	349	616	207	153	1244	262	265	736	463	7100
Home Expo Trips	-16	-17	-17	-10	0	0	0	-10	0	0	0	-9	-79
<b>Approved Project Trips</b>													
CSJ ATI	11	51	26	0	0	0	1	12	1	0	1	5	108
Vacant Expo Bldg Trips	16	16	16	16	0	0	0	16	0	0	0	16	96
Best Buy DW Exist Vol Reassign for Fut LT	0	0	-42	0	0	0	0	0	0	0	0	0	-42
<b>Total Approved Trips</b>	<b>27</b>	<b>67</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>162</b>
Background Conditions	491	1810	598	365	616	207	154	1272	263	265	737	484	7262
check	491	1810	598	365	616	207	154	1272	263	265	737	484	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	34	34	0	0	34	34	34	34	0	0	34	34	272
Sanchez Extension 5% Exist Reassign	0	0	-31	-18	0	0	0	0	0	0	0	0	-49
<b>Total Project Trips w/ Sanchez</b>	<b>34</b>	<b>34</b>	<b>-31</b>	<b>-18</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>34</b>	<b>223</b>
Bkgrd+Proj Conditions w/Sanchez	525	1844	567	347	650	241	188	1306	263	265	771	518	7485
check	525	1844	567	347	650	241	188	1306	263	265	771	518	
Existing Plus Project Conditions	498	1777	567	331	650	241	187	1278	262	265	770	497	7323
check	498	1777	567	331	650	241	187	1278	262	265	770	497	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	17	63	22	13	22	7	6	45	9	10	26	17	256
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Future Growth</b>	<b>17</b>	<b>63</b>	<b>22</b>	<b>13</b>	<b>22</b>	<b>7</b>	<b>6</b>	<b>45</b>	<b>9</b>	<b>10</b>	<b>26</b>	<b>17</b>	<b>256</b>
Cumulative Conditions	542	1907	589	360	672	248	194	1351	272	275	797	535	7741
check	542	1907	589	360	672	248	194	1351	272	275	797	535	

City of San Jose  
Almaden Ranch Retail Center TIA

Intersection Number:	7												
Traffic Node Number:	3332												
Intersection Name:	Sanchez Drive & Blossom Hill Rd												
Peak Hour:	PM										Date of Analysis: 04/28/11		
Count Date:	04/30/09												
Scenario:	400,000 s.f. of Retail												
(Sj) Growth Factor:	0.003										Future Growth % Per Year: 0.012		
(Sj) Number of Months:	0.0										Number of Years to Buildout: 3		
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	31	1	31	60	994	19	6	12	17	9	1043	150	2373
Home Expo Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Approved Project Trips</b>													
CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Expo Bldg Trips	0	0	0	0	16	0	0	0	0	0	16	0	32
Best Buy DW Exist Vol Reassign for Fut LT	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Approved Trips</b>	0	0	0	0	16	0	0	0	0	0	16	0	32
Background Conditions	31	1	31	60	1010	19	6	12	17	9	1059	150	2405
check	31	1	31	60	1010	19	6	12	17	9	1059	150	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	68	0	68	68	0	0	0	0	0	0	0	68	272
Sanchez Extension 5% Exist Reassign	0	0	31	18	-18	0	0	0	0	0	-31	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Trips w/ Sanchez</b>	68	0	99	86	-18	0	0	0	0	0	-31	68	272
Bkgrd+Proj Conditions w/Sanchez	99	1	130	146	992	19	6	12	17	9	1028	218	2677
check	99	1	130	146	992	19	6	12	17	9	1028	218	
Existing Plus Project Conditions	99	1	130	146	976	19	6	12	17	9	1012	218	2645
check	99	1	130	146	976	19	6	12	17	9	1012	218	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	1	0	1	2	36	1	0	0	1	0	38	5	85
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Future Growth</b>	1	0	1	2	36	1	0	0	1	0	38	5	85
Cumulative Conditions	100	1	131	148	1028	20	6	12	18	9	1066	223	2762
check	100	1	131	148	1028	20	6	12	18	9	1066	223	

**Appendix D**  
**Intersection Level of Service Calculations**

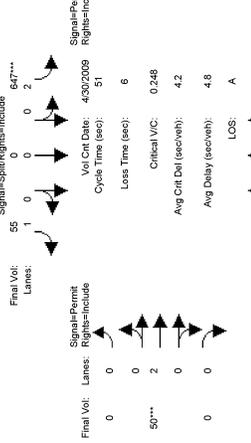
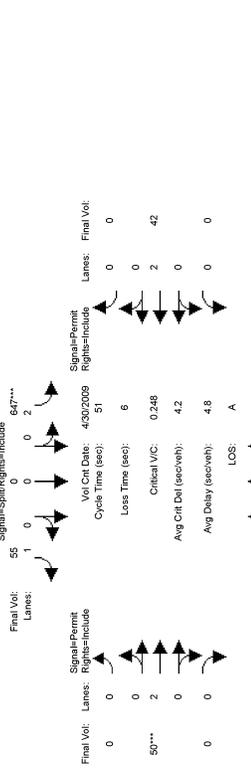


COMPARE  
 Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Existing Traffic Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing - Prol AM

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Existing Traffic Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing - Prol AM

Intersection #3201: SR 85 & Almaden Plaza WY

Intersection #3201: SR 85 & Almaden Plaza WY



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 10 0 10 0 10 0 10 0  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Volume Module: >> Count Date: 30 Apr 2009 << 8:00-9:00AM  
 Base Vol: 0 0 647 0 55 0 50 0 0 42 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 0 0 647 0 55 0 50 0 0 42 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 647 0 55 0 50 0 0 42 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 647 0 55 0 50 0 0 42 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 647 0 55 0 50 0 0 42 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 0 0 647 0 55 0 50 0 0 42 0

Min. Green: 0 0 10 0 10 0 10 0 10 0  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Volume Module: >> Count Date: 30 Apr 2009 << 8:00-9:00AM  
 Base Vol: 0 0 647 0 55 0 50 0 0 42 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 0 0 647 0 55 0 50 0 0 42 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 647 0 55 0 50 0 0 42 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 647 0 55 0 50 0 0 42 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 647 0 55 0 50 0 0 42 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 0 0 647 0 55 0 50 0 0 42 0

Saturation Flow Module:

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 0.00 0.00 2.00 0.00  
 Final Sat: 0 0 0 3150 0 1750 0 3800 0 0 3800 0

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 0.00 0.00 2.00 0.00  
 Final Sat: 0 0 0 3150 0 1750 0 3800 0 0 3800 0

Capacity Analysis Module:

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.21 0.00 0.03 0.00 0.01 0.00 0.00 0.01 0.00  
 Crit Moves: 0.00 0.00 0.00 35.0 0.0 35.0 0.0 10.0 0.0 0.0 10.0 0.0  
 Green Time: 0.0 0.0 0.0 35.0 0.0 35.0 0.0 10.0 0.0 0.0 10.0 0.0  
 Volume/Cap: 0.00 0.00 0.00 0.30 0.00 0.05 0.00 0.07 0.00 0.00 0.06 0.00  
 Delay/Veh: 0.0 0.0 0.0 3.2 0.0 2.6 0.0 16.7 0.0 0.0 16.7 0.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 3.2 0.0 2.6 0.0 16.7 0.0 0.0 16.7 0.0  
 LOS by Move: A A A A A A A A B A B A B A B A  
 HCMk95thQ: 0 0 0 5 0 1 0 0 1 0 0 1 0

Vol/Sat: 0.00 0.00 0.00 0.21 0.00 0.03 0.00 0.01 0.00 0.00 0.01 0.00  
 Crit Moves: 0.00 0.00 0.00 35.0 0.0 35.0 0.0 10.0 0.0 0.0 10.0 0.0  
 Green Time: 0.0 0.0 0.0 35.0 0.0 35.0 0.0 10.0 0.0 0.0 10.0 0.0  
 Volume/Cap: 0.00 0.00 0.00 0.30 0.00 0.05 0.00 0.07 0.00 0.00 0.06 0.00  
 Delay/Veh: 0.0 0.0 0.0 3.2 0.0 2.6 0.0 16.7 0.0 0.0 16.7 0.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 3.2 0.0 2.6 0.0 16.7 0.0 0.0 16.7 0.0  
 LOS by Move: A A A A A A A A B A B A B A B A  
 HCMk95thQ: 0 0 0 5 0 1 0 0 1 0 0 1 0

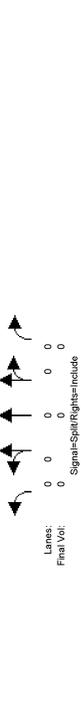
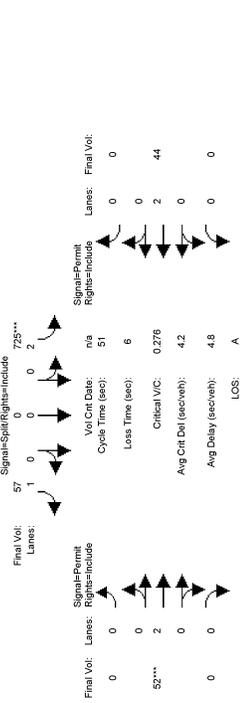
Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.



Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative AM

Intersection #3201: SR 85 & Almaden Plaza WY



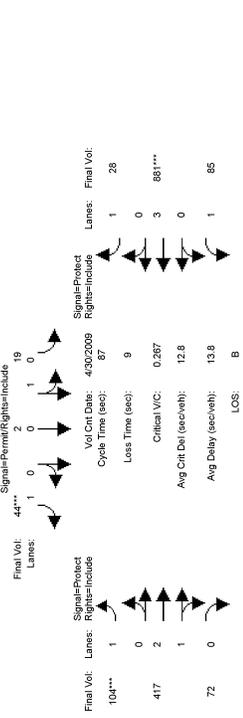
Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Volume Module: >> Count Date: 30 Apr 2009 << 7:15-8:15AM  
 Base Vol: 0 0 0 725 0 57 0 52 0 44 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 725 0 57 0 52 0 44 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 725 0 57 0 52 0 44 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 725 0 57 0 52 0 44 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 725 0 57 0 52 0 44 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVol: 0 0 0 725 0 57 0 52 0 44 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Justment: 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 0.00 0.00 2.00 0.00  
 Final Sat.: 0 0 0 3150 0 1750 0 3800 0 0 3800 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.03 0.00 0.01 0.00 0.00 0.01 0.00  
 Crit Moves: \*\*\*\*  
 Green Time: 0.0 0.0 0.0 35.0 0.0 35.0 0.0 10.0 0.0 0.0 10.0 0.0  
 Volume/Cap: 0.00 0.00 0.00 0.34 0.00 0.05 0.00 0.07 0.00 0.00 0.06 0.00  
 Delay/Veh: 0.0 0.0 0.0 3.4 0.0 2.6 0.0 16.7 0.0 0.0 16.7 0.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 3.4 0.0 2.6 0.0 16.7 0.0 0.0 16.7 0.0  
 LOS by Move: A A A A A A A A A A A A  
 HCM2k95thQ: 0 0 0 6 0 1 0 0 1 0 0 1

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing AM

Intersection #3332: Sanchez Dr & Blossom Hill Rd



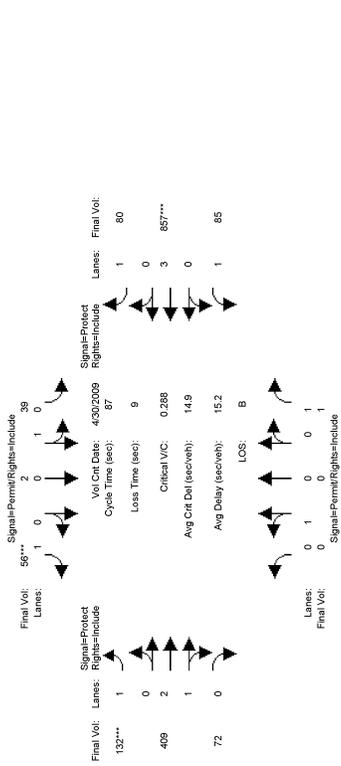
Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Min. Green: 10 10 10 10 10 10 10 10 10 10 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Volume Module: >> Count Date: 30 Apr 2009 << 7:15-8:15AM  
 Base Vol: 0 0 1 19 2 44 104 417 72 85 881 28  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 1 19 2 44 104 417 72 85 881 28  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 1 19 2 44 104 417 72 85 881 28  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 1 19 2 44 104 417 72 85 881 28  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 1 19 2 44 104 417 72 85 881 28  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVol: 0 0 1 19 2 44 104 417 72 85 881 28

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Justment: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 Lanes: 0.00 1.00 1.00 0.90 0.10 1.00 1.00 2.54 0.46 1.00 3.00 1.00  
 Final Sat.: 0 1800 1750 1629 171 1750 1750 4774 824 1750 5700 1750  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.03 0.06 0.09 0.09 0.05 0.15 0.02  
 Crit Moves: \*\*\*\*  
 Green Time: 0.0 0.0 10.0 10.0 10.0 18.9 40.0 40.0 28.0 49.1 49.1 49.1  
 Volume/Cap: 0.00 0.00 0.00 0.10 0.10 0.22 0.27 0.19 0.19 0.15 0.27 0.03  
 Delay/Veh: 0.0 0.0 34.1 34.7 34.7 35.5 28.7 13.9 21.2 9.8 8.4  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 34.1 34.7 34.7 35.5 28.7 13.9 21.2 9.8 8.4  
 LOS by Move: A A C C C C C B B C A A  
 HCM2k95thQ: 0 0 0 1 1 3 5 5 5 4 8 1

Note: Queue reported is the number of cars per lane.

COMPARE  
 Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing - P.M. AM  
 Background AM

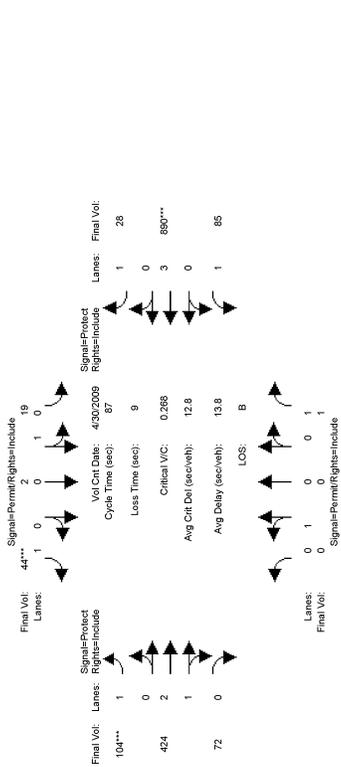
Intersection #3332: Sanchez Dr & Blossom Hill Rd



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Min. Green: 10 10 10 10 7 10 10 10 7 10 10 7 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Volume Module: >> Count Date: 30 Apr 2009 << 7:15-8:15AM  
 Base Vol: 0 0 1 19 2 44 104 417 72 85 881 28  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 0 0 1 19 2 44 104 417 72 85 881 28  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 ExistReassi: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 1 39 2 56 132 409 72 85 857 80  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 1 39 2 56 132 409 72 85 857 80  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 1 39 2 56 132 409 72 85 857 80  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVol: 0 0 1 39 2 56 132 409 72 85 857 80  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Adjustment: 0.95 0.95 0.92 0.95 0.95 0.92 0.92 0.99 0.95 0.92 1.00 3.00 1.00 0.92  
 Lanes: 0.00 1.00 1.00 0.95 0.05 1.00 1.00 2.53 0.47 1.00 3.00 1.00 1.00 1.00  
 Final Sat.: 0.1800 1.750 1.712 88 1.750 1.750 4761 838 1.750 5700 1.750  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.02 0.02 0.03 0.08 0.09 0.09 0.05 0.15 0.05  
 Crit Moves: \*\*\*\*  
 Green Time: 0.0 0.0 10.0 10.0 10.0 22.7 40.0 40.0 28.0 45.3 45.3  
 Volume/Cap: 0.00 0.00 0.20 0.20 0.28 0.29 0.19 0.19 0.15 0.29 0.09  
 Delay/Veh: 0.0 0.0 34.1 35.3 35.3 36.0 26.0 13.9 13.9 21.2 11.8 10.5  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 34.1 35.3 35.3 36.0 26.0 13.9 13.9 21.2 11.8 10.5  
 LOS by Move: A A C D D D C B B C B C B B  
 HCM2k95thQ: 0 0 0 2 2 4 6 5 4 6 5 4 8 2  
 Note: Queue reported is the number of cars per lane.

COMPARE  
 Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background AM

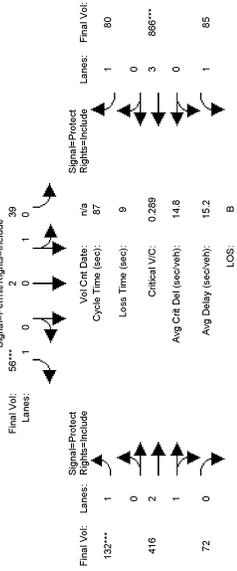
Intersection #3332: Sanchez Dr & Blossom Hill Rd



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Min. Green: 10 10 10 10 7 10 10 10 7 10 10 7 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Volume Module: >> Count Date: 30 Apr 2009 << 7:15-8:15AM  
 Base Vol: 0 0 1 19 2 44 104 417 72 85 881 28  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 0 0 1 19 2 44 104 417 72 85 881 28  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 ATI-Expo+LT: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 1 19 2 44 104 424 72 85 890 28  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 1 19 2 44 104 424 72 85 890 28  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 1 19 2 44 104 424 72 85 890 28  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVol: 0 0 1 19 2 44 104 424 72 85 890 28  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Adjustment: 0.95 0.95 0.92 0.95 0.95 0.92 0.92 0.99 0.95 0.92 1.00 3.00 1.00 0.92  
 Lanes: 0.00 1.00 1.00 0.90 0.10 1.00 1.00 2.55 0.45 1.00 3.00 1.00 1.00 1.00  
 Final Sat.: 0.1800 1.750 1.629 171 1.750 1.750 4786 813 1.750 5700 1.750  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.03 0.06 0.09 0.09 0.05 0.16 0.02  
 Crit Moves: \*\*\*\*  
 Green Time: 0.0 0.0 10.0 10.0 10.0 18.7 40.0 40.0 28.0 49.3 49.3  
 Volume/Cap: 0.00 0.00 0.10 0.10 0.10 0.22 0.28 0.19 0.19 0.15 0.28 0.03  
 Delay/Veh: 0.0 0.0 34.1 34.7 34.7 35.5 28.9 14.0 14.0 21.2 9.8 8.3  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 34.1 34.7 34.7 35.5 28.9 14.0 14.0 21.2 9.8 8.3  
 LOS by Move: A A C C C C C B C B C A A  
 HCM2k95thQ: 0 0 0 1 1 3 5 5 4 8 1  
 Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Project-Sanctuz AM

Intersection #3332: Sanchez Dr & Blossom Hill Rd



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	10	10	10	10	7	10	10	7	10	10	7	10	10
YHR:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:15-8:15AM

Base Vol:	0	0	1	19	2	44	104	424	72	85	890	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	19	2	44	104	424	72	85	890	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
SanchezReas:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	39	2	56	132	416	72	85	866	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	39	2	56	132	416	72	85	866	80
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	1	39	2	56	132	416	72	85	866	80

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
AdjSatur:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.95	0.05	1.00	2.54	0.46	1.00	3.00	1.00	1.00
Final Sat:	0.1800	1.7500	1.7120	0.8800	1.7500	1.7500	4.7730	0.8260	1.7500	5.7000	1.7500	1.7500

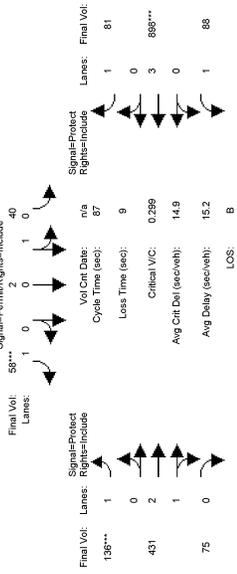
Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.03	0.08	0.09	0.09	0.05	0.15	0.05
Crit Moves:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Green Time:	0.0	0.0	10.0	10.0	10.0	22.6	40.0	40.0	28.0	45.4	45.4	45.4
Volume/Cap:	0.00	0.00	0.20	0.20	0.28	0.29	0.19	0.19	0.15	0.29	0.09	0.09
Delay/Veh:	0.0	0.0	34.1	35.3	35.3	36.0	26.2	13.9	21.2	11.8	10.4	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	34.1	35.3	35.3	36.0	26.2	13.9	21.2	11.8	10.4	10.4
LOS by Move:	A	A	C	D	D	D	C	B	B	C	B	B
HCM2k95thQ:	0	0	2	2	4	6	5	5	4	9	2	2

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative AM

Intersection #3332: Sanchez Dr & Blossom Hill Rd



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	10	10	10	10	7	10	10	7	10	10	7	10
YHR:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	1	40	2	58	136	431	75	88	898	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	40	2	58	136	431	75	88	898	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
SanchezReas:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	40	2	58	136	431	75	88	898	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	40	2	58	136	431	75	88	898	81
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	1	40	2	58	136	431	75	88	898	81

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
AdjSatur:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.95	0.05	1.00	2.54	0.46	1.00	3.00	1.00	1.00
Final Sat:	0.1800	1.7500	1.7140	0.8800	1.7500	1.7500	4.7690	0.8300	1.7500	5.7000	1.7500	1.7500

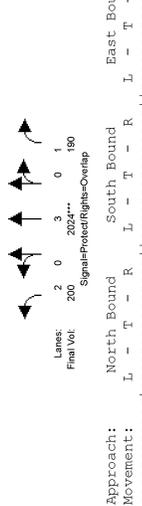
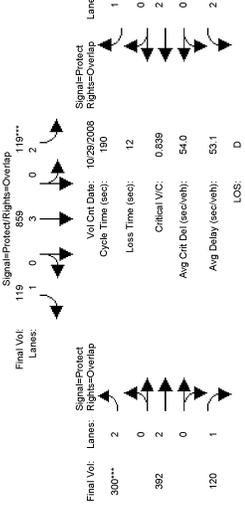
Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.03	0.08	0.09	0.09	0.05	0.16	0.05
Crit Moves:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Green Time:	0.0	0.0	10.0	10.0	10.0	22.5	40.0	40.0	28.0	45.5	45.5	45.5
Volume/Cap:	0.00	0.00	0.20	0.20	0.29	0.30	0.20	0.20	0.16	0.30	0.09	0.09
Delay/Veh:	0.0	0.0	34.1	35.4	35.4	36.0	26.3	14.0	21.2	11.8	10.4	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	34.1	35.4	35.4	36.0	26.3	14.0	21.2	11.8	10.4	10.4
LOS by Move:	A	A	C	D	D	D	C	B	B	C	B	B
HCM2k95thQ:	0	0	2	2	4	6	5	5	4	9	2	2

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing - Prol AM

Intersection #512: Almaden Exp & Branham Ln \*



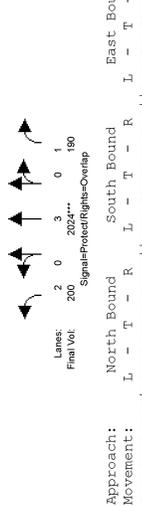
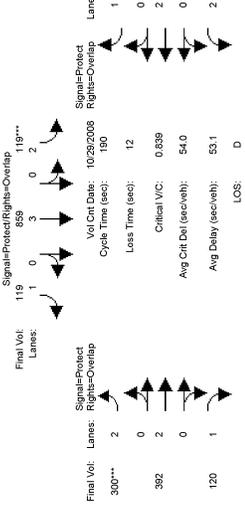
Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 94 10 14 92 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Volume Module: >> Count Date: 29 Oct 2008 << 7:30-8:30 AM  
 Base Vol: 188 2012 178 119 833 119 300 392 93 385 491 579  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 188 2012 178 119 833 119 300 392 93 385 491 579  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Expo: 0 0 0 -2 0 0 -2 0 0 -1 0 0 0 0 0 0  
 Initial Fut: 188 2012 178 119 833 119 300 392 93 385 491 579  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 188 2012 178 119 833 119 300 392 92 384 491 579  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 188 2012 178 119 831 119 300 392 92 384 491 579  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 188 2012 178 119 831 119 300 392 92 384 491 579

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Adj: 0.83 1.00 0.92 0.83 1.00 0.92 0.79 1.00 0.63 0.83 1.00 0.92  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 3150 5700 1750 3150 5700 1750 3000 3800 1200 3150 3800 1750  
 Capacity Analysis Module:  
 Vol/Sat: 0.06 0.35 0.10 0.04 0.15 0.07 0.10 0.10 0.10 0.12 0.13 0.33  
 Crit Moves: \*\*\*\*  
 Green Time: 14.3 94.0 131.9 14.0 93.7 113.3 19.6 32.1 46.3 37.9 50.4 64.4  
 Volume/Cap: 0.79 0.71 0.15 0.51 0.30 0.11 0.97 0.61 0.31 0.61 0.49 0.98  
 Delay/Veh: 103.2 29.9 2.8 86.7 28.6 16.6 127.6 74.9 59.4 71.1 59.3 92.9  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 103.2 29.9 2.8 86.7 28.6 16.6 127.6 74.9 59.4 71.1 59.3 92.9  
 LOS by Move: F C A F C A F E E E E F  
 HCM2k95thQ: 13 41 2 9 17 6 25 21 11 24 24 64  
 Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing - Prol AM

Intersection #512: Almaden Exp & Branham Ln \*



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

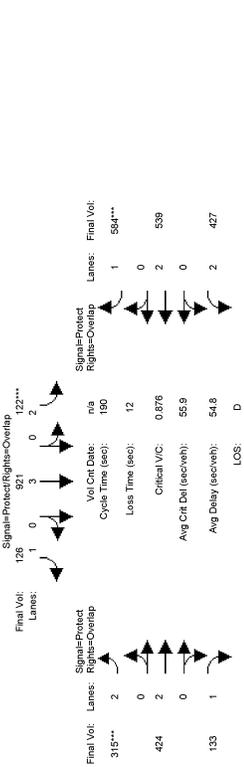
Min. Green: 14 94 10 14 92 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Volume Module: >> Count Date: 29 Oct 2008 << 7:30-8:30 AM  
 Base Vol: 188 2012 178 119 833 119 300 392 93 385 491 579  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 188 2012 178 119 833 119 300 392 93 385 491 579  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Expo: 0 0 0 -2 0 0 -2 0 0 -1 0 0 0 0 0 0  
 Initial Fut: 188 2012 178 119 833 119 300 392 92 384 491 579  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 188 2012 178 119 831 119 300 392 92 384 491 579  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 188 2012 178 119 831 119 300 392 92 384 491 579  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 188 2012 178 119 831 119 300 392 92 384 491 579

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Adj: 0.83 1.00 0.92 0.83 1.00 0.92 0.79 1.00 0.63 0.83 1.00 0.92  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 3150 5700 1750 3150 5700 1750 3000 3800 1200 3150 3800 1750  
 Capacity Analysis Module:  
 Vol/Sat: 0.06 0.36 0.11 0.04 0.15 0.07 0.10 0.10 0.10 0.13 0.13 0.33  
 Crit Moves: \*\*\*\*  
 Green Time: 14.3 94.0 133.1 14.0 93.7 113.3 19.6 30.9 45.1 39.1 50.4 64.4  
 Volume/Cap: 0.85 0.72 0.15 0.51 0.31 0.11 0.97 0.64 0.42 0.64 0.49 0.98  
 Delay/Veh: 110.3 30.0 2.5 86.7 28.8 16.6 127.6 76.5 62.4 71.0 59.3 92.9  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 110.3 30.0 2.5 86.7 28.8 16.6 127.6 76.5 62.4 71.0 59.3 92.9  
 LOS by Move: F C A F C A F E E E E F  
 HCM2k95thQ: 14 41 2 9 18 6 25 21 14 25 24 64  
 Note: Queue reported is the number of cars per lane.



Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassessment of Future Volume Due to Sanctus Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative AM

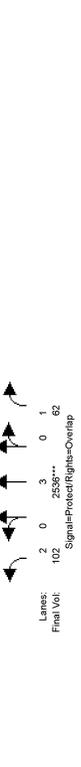
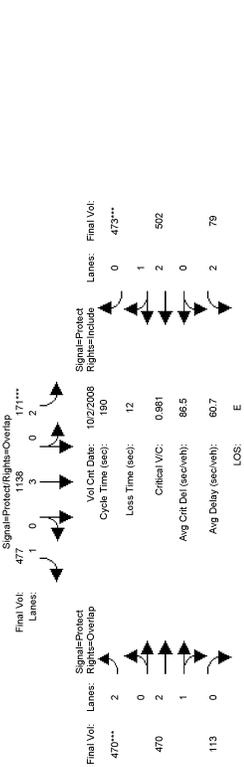
Intersection #512: Almaden Exp & Branham Ln -



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Min. Green: 14 94 10 14 92 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Volume Module: >> Count Date: 2 Oct 2008 << 7:00-8:00 AM  
 Base Vol: 214 2177 205 122 921 126 315 424 133 427 539 584  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 214 2177 205 122 921 126 315 424 133 427 539 584  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 214 2177 205 122 921 126 315 424 133 427 539 584  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 214 2177 205 122 921 126 315 424 133 427 539 584  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 214 2177 205 122 921 126 315 424 133 427 539 584  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 214 2177 205 122 921 126 315 424 133 427 539 584  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 AdjSatur: 0.83 1.00 0.92 0.83 1.00 0.92 0.79 1.00 0.63 0.83 1.00 0.92  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat: 3150 5700 1750 3150 5700 1750 3000 3800 1200 3150 3800 1750  
 Capacity Analysis Module:  
 Vol/Sat: 0.07 0.38 0.12 0.04 0.16 0.07 0.11 0.11 0.11 0.14 0.14 0.14 0.33  
 Crit Moves: \*\*\*\*  
 Green Time: 14.3 94.0 132.4 14.0 93.7 113.9 20.1 31.6 45.9 38.4 49.9 63.9  
 Volume/Cap: 0.90 0.77 0.17 0.53 0.33 0.12 0.99 0.67 0.46 0.67 0.54 0.99  
 Delay/Veh: 121.4 31.8 2.7 87.0 29.2 16.5 132.7 77.1 62.6 72.8 60.8 98.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 121.4 31.8 2.7 87.0 29.2 16.5 132.7 77.1 62.6 72.8 60.8 98.0  
 LOS by Move: F C A F C B F E E E F  
 HCM2k95thQ: 15 47 2 9 19 7 26 23 15 27 26 66  
 Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassessment of Future Volume Due to Sanctus Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing AM

Intersection #513: Almaden Exp & Blossom Hill Rd -

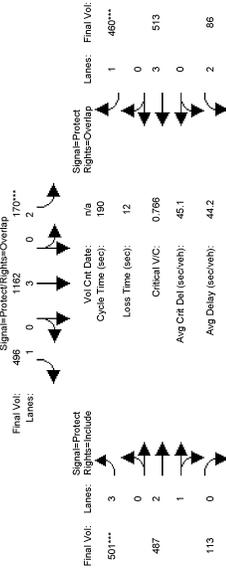


Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Min. Green: 14 97 10 14 92 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Volume Module: >> Count Date: 2 Oct 2008 << 7:00-8:00 AM  
 Base Vol: 102 2540 62 172 1139 478 473 470 113 79 502 477  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 102 2540 62 172 1139 478 473 470 113 79 502 477  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Expo: 0 -4 0 -1 -1 -1 -3 0 0 0 0 0 0 0 0  
 Initial Fut: 102 2536 62 171 1138 477 470 470 113 79 502 473  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 102 2536 62 171 1138 477 470 470 113 79 502 473  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 102 2536 62 171 1138 477 470 470 113 79 502 473  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 102 2536 62 171 1138 477 470 470 113 79 502 473  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 AdjSatur: 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat: 3150 5700 1750 3150 5700 1750 3150 3800 1200 3150 3800 1750  
 Capacity Analysis Module:  
 Vol/Sat: 0.03 0.44 0.04 0.05 0.20 0.27 0.15 0.10 0.10 0.03 0.13 0.27  
 Crit Moves: \*\*\*\*  
 Green Time: 14.7 97.0 124.8 14.0 96.3 120.2 23.8 39.2 53.9 27.8 43.2 43.2  
 Volume/Cap: 0.42 0.87 0.05 0.74 0.39 0.43 1.19 0.50 0.37 0.17 0.58 1.19  
 Delay/Veh: 84.8 33.9 4.9 97.9 28.9 17.9 191.0 67.1 54.6 71.2 65.9 170.8  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 84.8 33.9 4.9 97.9 28.9 17.9 191.0 67.1 54.6 71.2 65.9 170.8  
 LOS by Move: F C A F C B F E E E F  
 HCM2k95thQ: 7 63 1 12 23 26 40 20 19 5 24 63  
 Note: Queue reported is the number of cars per lane.



Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Sanicheck Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Project-Spinetraz AM  
 Cumulative AM

Intersection #513: Almaden Exp & Blossom Hill Rd -



Final Vol: 488  
 Lanes: 1 0 3 1162 0 2  
 Signal-Protect Rights-Overlap  
 Vol Cnt Date: n/a  
 Cycle Time (sec): 190  
 Loss Time (sec): 12  
 Critical V/C: 0.766  
 Avg Cnt Del (sec/veh): 45.1  
 Avg Delay (sec/veh): 44.2  
 LOS: D

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 97 10 14 92 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: 7:00-8:00 AM  
 Base Vol: 104 2607 62 178 1156 490 487 473 113 80 507 484  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 104 2607 62 178 1156 490 487 473 113 80 507 484  
 Added Vol: 0 14 0 6 6 14 0 6 6 0 0 0 0 0  
 SanchezReas: 0 0 -8 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 104 2621 76 170 1162 496 501 487 113 86 513 460  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 104 2621 76 170 1162 496 501 487 113 86 513 460  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 104 2621 76 170 1162 496 501 487 113 86 513 460

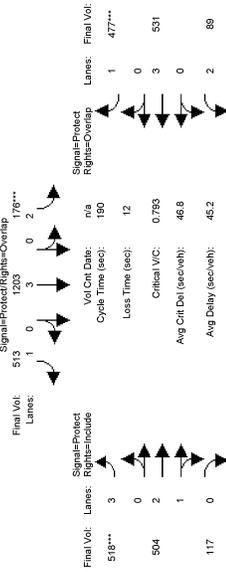
Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 AdjSatur: 0.83 1.00 0.92 0.83 1.00 0.92 0.80 0.99 0.95 0.83 1.00 0.92  
 Lanes: 2.00 4.00 1.00 2.00 3.00 1.00 3.00 2.41 0.59 2.00 3.00 1.00  
 Final Sat: 3150 7600 1750 3150 5700 1750 4551 4544 1054 3150 5700 1750

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.34 0.04 0.05 0.20 0.28 0.11 0.11 0.11 0.03 0.09 0.26  
 Crit Moves: \*\*\*\*  
 Green Time: 14.7 97.0 124.3 14.0 96.3 121.0 24.6 39.7 39.7 27.3 42.4 56.4  
 Volume/Cap: 0.43 0.68 0.07 0.73 0.40 0.45 0.85 0.51 0.51 0.19 0.40 0.89  
 Delay/Veh: 84.9 26.5 5.1 97.5 29.1 17.8 92.0 67.0 67.0 71.8 63.3 80.4  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 84.9 26.5 5.1 97.5 29.1 17.8 92.0 67.0 67.0 71.8 63.3 80.4  
 LOS by Move: F C A F C B F E E E F  
 HCM2k95thQ: 8 38 1 12 24 27 25 21 21 6 17 48

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Sanicheck Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative AM

Intersection #513: Almaden Exp & Blossom Hill Rd -



Final Vol: 513  
 Lanes: 1 0 3 1203 0 2  
 Signal-Protect Rights-Overlap  
 Vol Cnt Date: n/a  
 Cycle Time (sec): 190  
 Loss Time (sec): 12  
 Critical V/C: 0.793  
 Avg Cnt Del (sec/veh): 46.8  
 Avg Delay (sec/veh): 45.2  
 LOS: D

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 97 10 14 92 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module:  
 Base Vol: 108 2712 78 176 1203 513 518 504 117 89 531 477  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 108 2712 78 176 1203 513 518 504 117 89 531 477  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 108 2712 78 176 1203 513 518 504 117 89 531 477  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 108 2712 78 176 1203 513 518 504 117 89 531 477  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 108 2712 78 176 1203 513 518 504 117 89 531 477

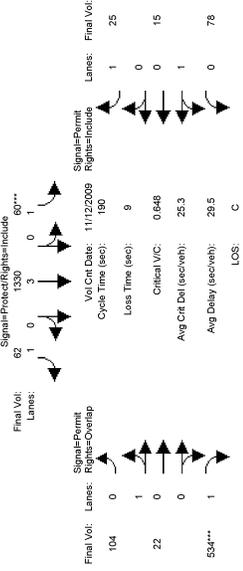
Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 AdjSatur: 0.83 1.00 0.92 0.83 1.00 0.92 0.80 0.99 0.95 0.83 1.00 0.92  
 Lanes: 2.00 4.00 1.00 2.00 3.00 1.00 3.00 2.41 0.59 2.00 3.00 1.00  
 Final Sat: 3150 7600 1750 3150 5700 1750 4551 4544 1055 3150 5700 1750

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.36 0.04 0.06 0.21 0.29 0.11 0.11 0.11 0.03 0.09 0.27  
 Crit Moves: \*\*\*\*  
 Green Time: 14.7 97.0 123.7 14.0 96.3 120.7 24.4 40.3 40.3 26.7 42.6 56.6  
 Volume/Cap: 0.44 0.70 0.07 0.76 0.42 0.46 0.89 0.52 0.52 0.20 0.42 0.91  
 Delay/Veh: 85.1 27.1 5.3 99.8 29.4 18.2 96.7 66.8 66.8 72.4 63.3 85.1  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 85.1 27.1 5.3 99.8 29.4 18.2 96.7 66.8 66.8 72.4 63.3 85.1  
 LOS by Move: F C A F C B F E E E F  
 HCM2k95thQ: 8 40 1 12 25 28 27 21 21 6 17 51

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassessment of Future Volume Due to Saturated Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing - Prol AM

Intersection #521: Almaden Exp & Chery Av



Vol Cut Date: 11/12/2009  
 Cycle Time (sec): 190  
 Loss Time (sec): 9  
 Critical V/C: 0.648  
 Avg Crt Del (sec/veh): 25.3  
 Avg Delay (sec/veh): 29.5  
 LOS: C

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

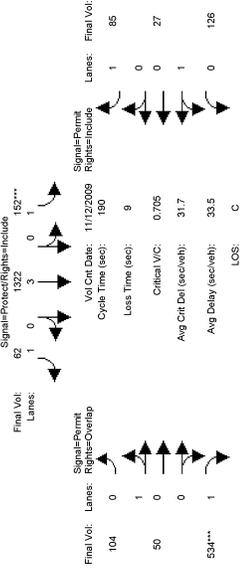
Min. Green:	14	116	10	14	92	10	14	10	14	10	10	14	10	10		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module: >> Count Date: 12 Nov 2009 << 7:30-8:30AM																
Base Vol:	239	1980	2	60	1330	62	104	22	534	78	15	25	534	78	15	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	1980	2	60	1330	62	104	22	534	78	15	25	534	78	15	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	1980	2	60	1330	62	104	22	534	78	15	25	534	78	15	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	1980	2	60	1330	62	104	22	534	78	15	25	534	78	15	25
Reduced Vol:	239	1980	2	60	1330	62	104	22	534	78	15	25	534	78	15	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	239	1980	2	60	1330	62	104	22	534	78	15	25	534	78	15	25

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Adjustment: 0.83 0.96 0.91 0.82 1.00 0.82 0.95 0.95 0.92 0.95 0.95 0.92 0.95 0.95 0.92 0.95 0.95 0.92  
 Lanes: 2.00 2.99 0.01 1.00 3.00 1.00 0.83 0.17 1.00 0.84 0.16 1.00 0.84 0.16 1.00 0.84 0.16 1.00  
 Final Sat.: 3150 3594 6 1750 5700 1750 1486 314 1750 1510 290 1750 1510 290 1750 1510 290 1750  
 Capacity Analysis Module:  
 Vol/Sat: 0.08 0.35 0.35 0.03 0.23 0.04 0.07 0.07 0.31 0.05 0.05 0.01 0.05 0.05 0.01 0.05 0.05 0.01  
 Crit Moves: \*\*\*\*  
 Green Time: 17.6 116 116.0 14.0 112 112.4 51.0 51.0 68.6 51.0 51.0 51.0  
 Volume/Cap: 0.82 0.58 0.58 0.47 0.39 0.06 0.26 0.26 0.85 0.19 0.19 0.05  
 Delay/Veh: 101.1 12.5 12.5 87.1 20.8 16.5 55.0 55.0 66.0 53.8 53.8 51.6  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 101.1 12.5 12.5 87.1 20.8 16.5 55.0 55.0 66.0 53.8 53.8 51.6  
 LOS by Move: F B B C B D D E D D  
 HCM2k95thQ: 19 25 25 7 24 3 13 13 54 10 10 3

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassessment of Future Volume Due to Saturated Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing - Prol AM

Intersection #521: Almaden Exp & Chery Av



Vol Cut Date: 11/12/2009  
 Cycle Time (sec): 190  
 Loss Time (sec): 9  
 Critical V/C: 0.705  
 Avg Crt Del (sec/veh): 31.7  
 Avg Delay (sec/veh): 33.5  
 LOS: C

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	14	116	10	14	92	10	14	10	14	10	10	14	10	10		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module: >> Count Date: 12 Nov 2009 << 7:30-8:30AM																
Base Vol:	239	1980	2	60	1330	62	104	22	534	78	15	25	534	78	15	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	1980	2	60	1330	62	104	22	534	78	15	25	534	78	15	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	1980	2	60	1330	62	104	22	534	78	15	25	534	78	15	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	1980	2	60	1330	62	104	22	534	78	15	25	534	78	15	25
Reduced Vol:	239	1980	2	60	1330	62	104	22	534	78	15	25	534	78	15	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	239	1980	2	60	1330	62	104	22	534	78	15	25	534	78	15	25

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Adjustment: 0.83 0.96 0.95 0.82 1.00 0.82 0.95 0.95 0.92 0.95 0.95 0.92 0.95 0.95 0.92 0.95 0.95 0.92  
 Lanes: 2.00 2.99 0.05 1.00 3.00 1.00 0.83 0.17 1.00 0.84 0.16 1.00 0.84 0.16 1.00 0.84 0.16 1.00  
 Final Sat.: 3150 3507 93 1750 5700 1750 1216 584 1750 1482 318 1750 1482 318 1750 1482 318 1750  
 Capacity Analysis Module:  
 Vol/Sat: 0.08 0.36 0.36 0.09 0.23 0.04 0.09 0.09 0.31 0.09 0.09 0.01 0.09 0.09 0.01 0.09 0.09 0.01  
 Crit Moves: \*\*\*\*  
 Green Time: 18.1 116 116.0 17.9 116 115.7 47.1 47.1 65.3 47.1 47.1 47.1  
 Volume/Cap: 0.79 0.58 0.58 0.92 0.38 0.06 0.34 0.34 0.89 0.34 0.34 0.20  
 Delay/Veh: 97.7 12.5 12.5 133.8 19.0 15.1 59.2 59.2 74.0 59.2 59.2 56.7  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 97.7 12.5 12.5 133.8 19.0 15.1 59.2 59.2 74.0 59.2 59.2 56.7  
 LOS by Move: F B B C B D D E D D  
 HCM2k95thQ: 18 25 25 20 23 3 16 16 56 16 16 9

Note: Queue reported is the number of cars per lane.





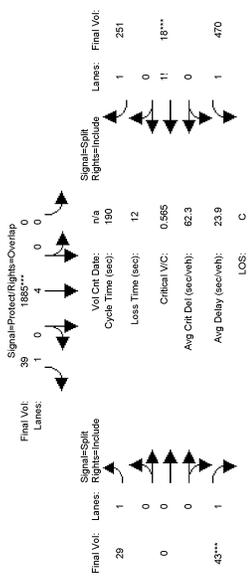
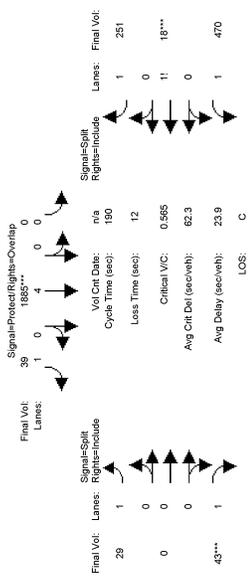


Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassessment of Future Volume Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background AM

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassessment of Future Volume Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Project-Sanchez AM

Intersection #522: Almaden Exp & SR 85 (North) \*

Intersection #522: Almaden Exp & SR 85 (North) \*



Final Vol: 29  
 Lanes: 1  
 Signal-Split Rights=Includes  
 Signal-Protect/Right=Overlap  
 Final Vol: 39  
 Lanes: 1 0 4 0 0  
 Signal-Protect/Right=Overlap  
 Vol Cnt Date: 10/2/2008  
 Cycle Time (sec): 190  
 Loss Time (sec): 12  
 Critical V/C: 0.545  
 Avg Cnt Del (sec/veh): 54.2  
 Avg Delay (sec/veh): 23.1  
 LOS: C

Final Vol: 49  
 Lanes: 1  
 Signal-Split Rights=Includes  
 Signal-Protect/Right=Overlap  
 Final Vol: 60  
 Lanes: 1 0 3 0 0  
 Signal-Protect/Right=Overlap  
 Vol Cnt Date: na  
 Cycle Time (sec): 190  
 Loss Time (sec): 12  
 Critical V/C: 0.565  
 Avg Cnt Del (sec/veh): 62.3  
 Avg Delay (sec/veh): 23.9  
 LOS: C

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

YHR:	14	112	0	0	118	10	0	0	10	14	10	10
Min. Green:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
YHR:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date:	2 Oct 2008	<< 7:30-8:30 AM								
Base Vol:	37	2132	0	1825	9	0	0	9	470	12	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	37	2132	0	1825	9	0	0	9	470	12	209
Added Vol:	39	0	0	0	35	27	0	41	0	13	0
SanchezReas:	-16	75	0	20	-5	2	0	-7	0	-7	0
Initial Fut:	60	2207	0	1845	39	29	0	43	470	18	251
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2207	0	1845	39	29	0	43	470	18	251
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	2207	0	1845	39	29	0	43	470	18	251

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
AdjSaturment:	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92	1.00	0.92	1.02
Lanes:	1.00	3.00	0.00	0.00	4.00	1.00	1.00	0.00	1.00	1.66	0.05
Final Sat:	1750	5700	0	0	7600	1750	1750	0	1750	2652	81

Vol/Sat:	0.03	0.39	0.00	0.00	0.24	0.02	0.02	0.00	0.02	0.18	0.22
Crit Moves:	14.0	132	0.0	0.0	118	128.0	10.0	0.0	10.0	36.0	36.0
Volume/Cap:	0.47	0.56	0.00	0.00	0.39	0.03	0.31	0.00	0.47	0.91	1.10
Delay/Veh:	87.1	4.2	0.0	0.0	18.1	10.4	88.7	0.0	91.1	89.6	145
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.1	4.2	0.0	0.0	18.1	10.4	88.7	0.0	91.1	89.6	145
LOS by Move:	F	A	A	A	B	B	F	A	F	F	F
HCM2k95thQ:	8	14	0	0	23	2	4	0	6	34	49

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.



Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassessment of Future Volume Due to Saturated Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing - Prol AM

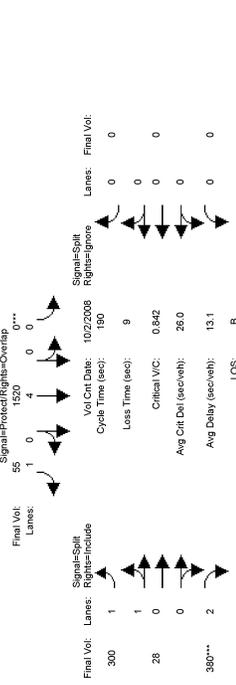
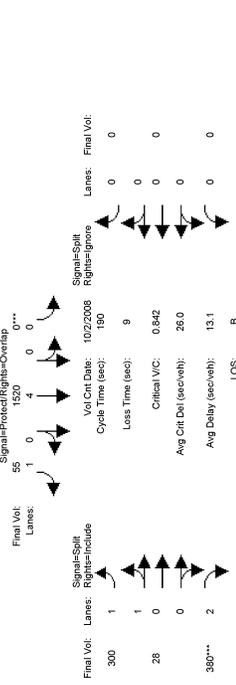
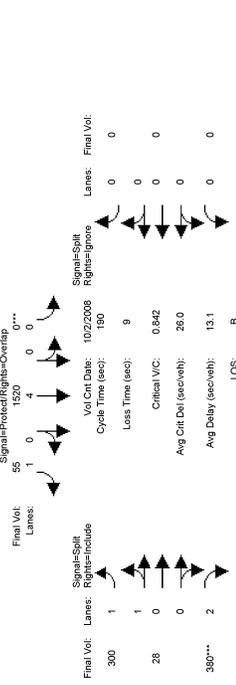
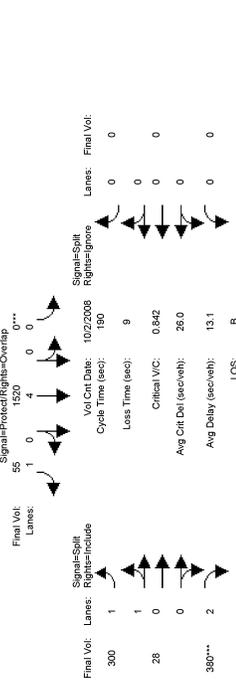
Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassessment of Future Volume Due to Saturated Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing - Prol AM

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassessment of Future Volume Due to Saturated Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing - Prol AM

Intersection #523: Almaden Exp & SR 85 (South) \*

Intersection #523: Almaden Exp & SR 85 (South) \*

Intersection #523: Almaden Exp & SR 85 (South) \*



Vol Cnt Date: 10/2/2008  
 Cycle Time (sec): 190  
 Loss Time (sec): 9  
 Critical V/C: 0.842  
 Avg Cnt Del (sec/veh): 26.0  
 Avg Delay (sec/veh): 13.1  
 LOS: B

Vol Cnt Date: 10/2/2008  
 Cycle Time (sec): 190  
 Loss Time (sec): 9  
 Critical V/C: 0.842  
 Avg Cnt Del (sec/veh): 26.0  
 Avg Delay (sec/veh): 13.1  
 LOS: B

Vol Cnt Date: 10/2/2008  
 Cycle Time (sec): 190  
 Loss Time (sec): 9  
 Critical V/C: 0.842  
 Avg Cnt Del (sec/veh): 26.0  
 Avg Delay (sec/veh): 13.1  
 LOS: B

Vol Cnt Date: 10/2/2008  
 Cycle Time (sec): 190  
 Loss Time (sec): 9  
 Critical V/C: 0.842  
 Avg Cnt Del (sec/veh): 26.0  
 Avg Delay (sec/veh): 13.1  
 LOS: B

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module: >> Count Date: 2 Oct 2008 << 7:30-8:30 AM  
 Base Vol: 4 2787 1193 0 1519 55 263 28 380 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 4 2787 1193 0 1519 55 263 28 380 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Expo: -11 0 0 -3 0 0 -5 0 0 0 0 0  
 Initial Fut: 4 2776 1193 0 1516 55 258 28 380 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 4 2776 1193 0 1516 55 258 28 380 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 4 2776 1193 0 1516 55 258 28 380 0 0 0  
 MFL Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 4 2776 1193 0 1516 55 258 28 380 0 0 0

Volume Module: >> Count Date: 2 Oct 2008 << 7:30-8:30 AM  
 Base Vol: 4 2787 1193 0 1519 55 263 28 380 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 4 2787 1193 0 1519 55 263 28 380 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Expo: -11 0 0 -3 0 0 -5 0 0 0 0 0  
 Initial Fut: 4 2780 1193 0 1520 55 300 28 380 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 4 2780 1193 0 1520 55 300 28 380 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 4 2780 1193 0 1520 55 300 28 380 0 0 0  
 MFL Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 4 2780 1193 0 1520 55 300 28 380 0 0 0

Volume Module: >> Count Date: 2 Oct 2008 << 7:30-8:30 AM  
 Base Vol: 4 2776 1193 0 1516 55 258 28 380 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 4 2776 1193 0 1516 55 258 28 380 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Expo: -11 0 0 -3 0 0 -5 0 0 0 0 0  
 Initial Fut: 4 2776 1193 0 1516 55 258 28 380 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 4 2776 1193 0 1516 55 258 28 380 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 4 2776 1193 0 1516 55 258 28 380 0 0 0  
 MFL Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 4 2776 1193 0 1516 55 258 28 380 0 0 0

Volume Module: >> Count Date: 2 Oct 2008 << 7:30-8:30 AM  
 Base Vol: 4 2776 1193 0 1516 55 258 28 380 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 4 2776 1193 0 1516 55 258 28 380 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Expo: -11 0 0 -3 0 0 -5 0 0 0 0 0  
 Initial Fut: 4 2776 1193 0 1516 55 258 28 380 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 4 2776 1193 0 1516 55 258 28 380 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 4 2776 1193 0 1516 55 258 28 380 0 0 0  
 MFL Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 4 2776 1193 0 1516 55 258 28 380 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Adj: 0.92 1.00 0.92 0.92 1.00 0.92 0.93 0.99 0.83 0.92 1.00 0.92  
 Lanes: 1.00 4.00 1.00 0.00 4.00 1.00 1.81 0.19 2.00 0.00 0.00 0.00  
 Final Sat.: 1750 7600 1750 0 7600 1750 3202 348 3150 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Adj: 0.92 1.00 0.92 0.92 1.00 0.92 0.93 0.99 0.83 0.92 1.00 0.92  
 Lanes: 1.00 4.00 1.00 0.00 4.00 1.00 1.81 0.19 2.00 0.00 0.00 0.00  
 Final Sat.: 1750 7600 1750 0 7600 1750 3202 348 3150 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Adj: 0.92 1.00 0.92 0.92 1.00 0.92 0.93 0.99 0.83 0.92 1.00 0.92  
 Lanes: 1.00 4.00 1.00 0.00 4.00 1.00 1.81 0.19 2.00 0.00 0.00 0.00  
 Final Sat.: 1750 7600 1750 0 7600 1750 3202 348 3150 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Adj: 0.92 1.00 0.92 0.92 1.00 0.92 0.93 0.99 0.83 0.92 1.00 0.92  
 Lanes: 1.00 4.00 1.00 0.00 4.00 1.00 1.81 0.19 2.00 0.00 0.00 0.00  
 Final Sat.: 1750 7600 1750 0 7600 1750 3202 348 3150 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.37 0.68 0.00 0.20 0.03 0.08 0.08 0.12 0.00 0.00 0.00  
 Crit Moves: 17.8 154 153.8 0.0 136 163.2 27.2 27.2 0.0 0.0 0.0 0.0  
 Green Time: 0.02 0.45 0.84 0.00 0.28 0.04 0.56 0.56 0.84 0.00 0.00 0.00  
 Volume/Cap: 78.3 0.1 4.8 0.0 9.6 2.0 77.3 77.3 92.7 0.0 0.0 0.0  
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 78.3 0.1 4.8 0.0 9.6 2.0 77.3 77.3 92.7 0.0 0.0 0.0  
 LOS by Move: E A A A A A A E F A A A A  
 HCM2k95thQ: 0 1 5 0 14 1 16 16 25 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.37 0.68 0.00 0.20 0.03 0.08 0.08 0.12 0.00 0.00 0.00  
 Crit Moves: 17.8 154 153.8 0.0 136 163.2 27.2 27.2 0.0 0.0 0.0 0.0  
 Green Time: 0.02 0.45 0.84 0.00 0.28 0.04 0.56 0.56 0.84 0.00 0.00 0.00  
 Volume/Cap: 78.3 0.1 4.8 0.0 9.6 2.0 77.3 77.3 92.7 0.0 0.0 0.0  
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 78.3 0.1 4.8 0.0 9.6 2.0 77.3 77.3 92.7 0.0 0.0 0.0  
 LOS by Move: E A A A A A A E F A A A A  
 HCM2k95thQ: 0 1 5 0 14 1 16 16 25 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.37 0.68 0.00 0.20 0.03 0.08 0.08 0.12 0.00 0.00 0.00  
 Crit Moves: 17.8 154 153.8 0.0 136 163.2 27.2 27.2 0.0 0.0 0.0 0.0  
 Green Time: 0.02 0.45 0.84 0.00 0.28 0.04 0.56 0.56 0.84 0.00 0.00 0.00  
 Volume/Cap: 78.3 0.1 4.8 0.0 9.6 2.0 77.3 77.3 92.7 0.0 0.0 0.0  
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 78.3 0.1 4.8 0.0 9.6 2.0 77.3 77.3 92.7 0.0 0.0 0.0  
 LOS by Move: E A A A A A A E F A A A A  
 HCM2k95thQ: 0 1 5 0 14 1 16 16 25 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.37 0.68 0.00 0.20 0.03 0.08 0.08 0.12 0.00 0.00 0.00  
 Crit Moves: 17.8 154 153.8 0.0 136 163.2 27.2 27.2 0.0 0.0 0.0 0.0  
 Green Time: 0.02 0.45 0.84 0.00 0.28 0.04 0.56 0.56 0.84 0.00 0.00 0.00  
 Volume/Cap: 78.3 0.1 4.8 0.0 9.6 2.0 77.3 77.3 92.7 0.0 0.0 0.0  
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 78.3 0.1 4.8 0.0 9.6 2.0 77.3 77.3 92.7 0.0 0.0 0.0  
 LOS by Move: E A A A A A A E F A A A A  
 HCM2k95thQ: 0 1 5 0 14 1 16 16 25 0 0 0

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

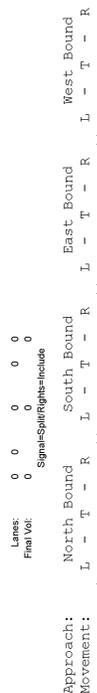
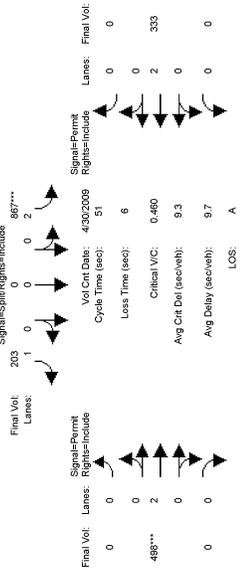
Note: Queue reported is the number of cars per lane.





Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Sanicob Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing - Pkg PM

Intersection #3201: SR 85 & Almaden Plaza WY

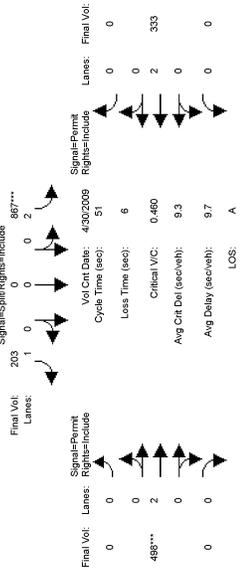


Volume Module: >> Count Date: 30 Apr 2009 << 4:15-5:15PM  
 Base Vol: 0 0 842 0 203 0 498 0 0 333 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 0 0 842 0 203 0 498 0 0 333 0  
 Added Vol: 0 0 0 24 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 0 0 0 0 0 0 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 943 0 203 0 498 0 0 333 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 943 0 203 0 498 0 0 333 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 0 0 943 0 203 0 498 0 0 333 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 AdjLanes: 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 0.00 0.00 2.00 0.00  
 Final Sat: 0 0 0 3150 0 1750 0 3800 0 0 3800 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.30 0.00 0.12 0.00 0.13 0.00 0.00 0.09 0.00  
 Crit Moves: \*\*\*\*\*  
 Green Time: 0.0 0.0 0.0 31.3 0.0 31.3 0.0 13.7 0.0 0.0 13.7 0.0  
 Volume/Cap: 0.00 0.00 0.00 0.49 0.00 0.19 0.00 0.49 0.00 0.00 0.33 0.00  
 Delay/Veh: 0.0 0.0 0.0 5.6 0.0 4.4 0.0 16.1 0.0 0.0 15.1 0.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 5.6 0.0 4.4 0.0 16.1 0.0 0.0 15.1 0.0  
 LOS by Move: A A A A A A A A B A B A  
 HCM2k95thQ: 0 0 0 10 0 3 0 8 0 0 0 4  
 Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Sanicob Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM

Intersection #3201: SR 85 & Almaden Plaza WY



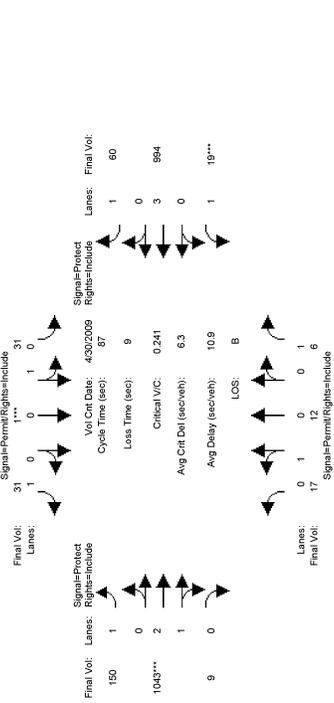
Volume Module: >> Count Date: 30 Apr 2009 << 4:15-5:15PM  
 Base Vol: 0 0 842 0 203 0 498 0 0 333 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 0 0 842 0 203 0 498 0 0 333 0  
 Added Vol: 0 0 0 24 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 0 0 0 0 0 0 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 943 0 203 0 498 0 0 333 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 943 0 203 0 498 0 0 333 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 0 0 943 0 203 0 498 0 0 333 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 AdjLanes: 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92  
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 0.00 0.00 2.00 0.00  
 Final Sat: 0 0 0 3150 0 1750 0 3800 0 0 3800 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.28 0.00 0.12 0.00 0.13 0.00 0.00 0.09 0.00  
 Crit Moves: \*\*\*\*\*  
 Green Time: 0.0 0.0 0.0 30.5 0.0 30.5 0.0 14.5 0.0 0.0 14.5 0.0  
 Volume/Cap: 0.00 0.00 0.00 0.46 0.00 0.19 0.00 0.46 0.00 0.00 0.31 0.00  
 Delay/Veh: 0.0 0.0 0.0 5.9 0.0 4.8 0.0 15.3 0.0 0.0 14.5 0.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 5.9 0.0 4.8 0.0 15.3 0.0 0.0 14.5 0.0  
 LOS by Move: A A A A A A A A B A B A  
 HCM2k95thQ: 0 0 0 10 0 3 0 7 0 0 0 4  
 Note: Queue reported is the number of cars per lane.



Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing - Prol PM

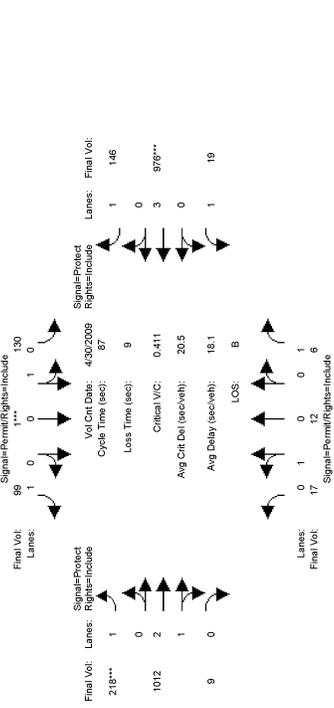
Intersection #3332: Sanchez Dr & Blossom Hill Rd



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Min. Green: 10 10 10 10 10 10 7 10 10 7 10 10 7 10 10  
 YHR: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Volume Module: >> Count Date: 30 Apr 2009 << 8:00-6:00PM  
 Base Vol: 17 12 6 31 1 31 150 1043 9 19 994 60  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 17 12 6 31 1 31 150 1043 9 19 994 60  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 17 12 6 31 1 31 150 1043 9 19 994 60  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 17 12 6 31 1 31 150 1043 9 19 994 60  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 17 12 6 31 1 31 150 1043 9 19 994 60  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Adjustment: 0.95 0.95 0.92 0.92 0.95 0.95 0.92 0.92 0.95 0.95 0.92 0.92 0.95 0.92  
 Lanes: 0.59 0.41 1.00 0.97 0.03 1.00 2.97 0.03 1.00 3.00 1.00  
 Final Sat.: 1055 745 1750 1744 56 1750 1750 5532 48 1750 5700 1750  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.00 0.02 0.02 0.02 0.09 0.19 0.19 0.01 0.17 0.03  
 Crit Moves: \*\*\*\*\*  
 Green Time: 10.0 10.0 10.0 10.0 10.0 10.0 22.4 61.0 61.0 7.0 45.6 45.6  
 Volume/Cap: 0.14 0.14 0.03 0.15 0.15 0.15 0.33 0.27 0.27 0.13 0.33 0.07  
 Delay/Veh: 34.9 34.9 34.3 35.0 35.0 35.0 26.7 4.8 4.8 37.6 12.0 10.2  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 34.9 34.9 34.3 35.0 35.0 35.0 26.7 4.8 4.8 37.6 12.0 10.2  
 LOS by Move: C C C D D D C A A D B B  
 HCM2k95thQ: 2 2 0 2 2 2 7 7 7 1 10 2  
 Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing - Prol PM

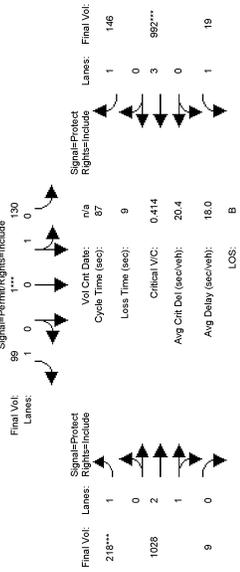
Intersection #3332: Sanchez Dr & Blossom Hill Rd



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Min. Green: 10 10 10 10 10 10 7 10 10 7 10 10 7 10 10  
 YHR: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Volume Module: >> Count Date: 30 Apr 2009 << 8:00-6:00PM  
 Base Vol: 17 12 6 31 1 31 150 1043 9 19 994 60  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 17 12 6 31 1 31 150 1043 9 19 994 60  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 ExistReassi: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 17 12 6 130 1 99 218 1012 9 19 976 146  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 17 12 6 130 1 99 218 1012 9 19 976 146  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 17 12 6 130 1 99 218 1012 9 19 976 146  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Adjustment: 0.95 0.95 0.92 0.92 0.95 0.95 0.92 0.92 0.95 0.95 0.92 0.92 0.95 0.92  
 Lanes: 0.59 0.41 1.00 0.99 0.01 1.00 2.97 0.03 1.00 3.00 1.00  
 Final Sat.: 1055 745 1750 1786 14 1750 1750 5551 49 1750 5700 1750  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.00 0.07 0.07 0.06 0.12 0.18 0.18 0.01 0.17 0.08  
 Crit Moves: \*\*\*\*\*  
 Green Time: 15.4 15.4 15.4 15.4 15.4 15.4 26.4 43.4 43.4 19.2 36.2 36.2  
 Volume/Cap: 0.09 0.09 0.02 0.41 0.41 0.32 0.41 0.37 0.37 0.05 0.41 0.20  
 Delay/Veh: 30.1 30.1 29.6 32.6 32.6 31.8 24.7 13.4 13.4 26.8 18.0 16.3  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 30.1 30.1 29.6 32.6 32.6 31.8 24.7 13.4 13.4 26.8 18.0 16.3  
 LOS by Move: C C C C C C C C C B B C B B  
 HCM2k95thQ: 1 1 0 7 7 5 9 10 10 1 12 5  
 Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassessment of Future Volume Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM

Intersection #3332: Sanchez Dr & Blossom Hill Rd



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 10 10 10 7 10 10 7 10 10 7 10 10 7 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 30 Apr 2009 << 5:00-6:00PM

Base Vol: 17 12 6 31 1 31 150 1043 9 19 994 60  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 17 12 6 31 1 31 150 1043 9 19 994 60  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 ATIS-Expo+HT: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 17 12 6 31 1 31 150 1059 9 19 1010 60  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 17 12 6 31 1 31 150 1059 9 19 1010 60  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 17 12 6 31 1 31 150 1059 9 19 1010 60  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 17 12 6 31 1 31 150 1059 9 19 1010 60

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Adjustment: 0.95 0.95 0.92 0.95 0.95 0.92 0.92 0.96 0.95 0.92 1.00 0.92  
 Lanes: 0.59 0.41 1.00 0.97 0.03 1.00 2.97 0.03 1.00 3.00 1.00  
 Final Sat: 1055 745 1750 1744 56 1750 1750 5553 47 1750 5700 1750

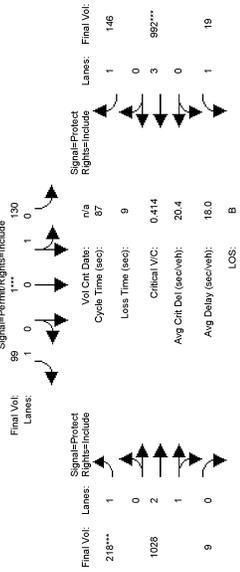
Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.00 0.02 0.02 0.02 0.09 0.19 0.19 0.01 0.18 0.03  
 Crit Moves: \*\*\*\*

Green Time: 10.0 10.0 10.0 10.0 10.0 22.2 47.8 20.2 45.8 45.8  
 Volume/Cap: 0.14 0.14 0.03 0.15 0.15 0.15 0.34 0.35 0.05 0.34 0.07  
 Delay/Veh: 34.9 34.9 34.3 35.0 35.0 35.0 26.9 11.0 11.0 26.0 11.9 10.1  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 34.9 34.9 34.3 35.0 35.0 35.0 26.9 11.0 11.0 26.0 11.9 10.1  
 LOS by Move: C C C D D D C B C B C B C B  
 HCM2k95thQ: 2 2 0 2 2 2 7 10 10 1 10 2

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassessment of Future Volume Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM

Intersection #3332: Sanchez Dr & Blossom Hill Rd



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 10 10 10 7 10 10 7 10 10 7 10 10 7 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: 5:00-6:00PM

Base Vol: 17 12 6 31 1 31 150 1059 9 19 1010 60  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 17 12 6 31 1 31 150 1059 9 19 1010 60  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 SanchezReas: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 17 12 6 31 1 31 150 1059 9 19 1010 60  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 17 12 6 31 1 31 150 1059 9 19 1010 60  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 17 12 6 31 1 31 150 1059 9 19 1010 60  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 17 12 6 31 1 31 150 1059 9 19 1010 60

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Adjustment: 0.95 0.95 0.92 0.95 0.95 0.92 0.92 0.96 0.95 0.92 1.00 0.92  
 Lanes: 0.59 0.41 1.00 0.97 0.03 1.00 2.97 0.03 1.00 3.00 1.00  
 Final Sat: 1055 745 1750 1786 14 1750 1750 5551 49 1750 5700 1750

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.00 0.07 0.07 0.06 0.12 0.19 0.19 0.01 0.17 0.08  
 Crit Moves: \*\*\*\*

Green Time: 15.3 15.3 15.3 15.3 15.3 26.2 43.7 19.0 36.6 36.6  
 Volume/Cap: 0.09 0.09 0.02 0.41 0.41 0.32 0.41 0.37 0.37 0.05 0.41 0.20  
 Delay/Veh: 30.2 30.2 29.7 32.8 32.8 31.9 24.8 13.3 13.3 26.9 17.8 16.1  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 30.2 30.2 29.7 32.8 32.8 31.9 24.8 13.3 13.3 26.9 17.8 16.1  
 LOS by Move: C C C C C C C C C B C B C B C B  
 HCM2k95thQ: 1 1 0 7 7 6 9 10 10 1 12 5

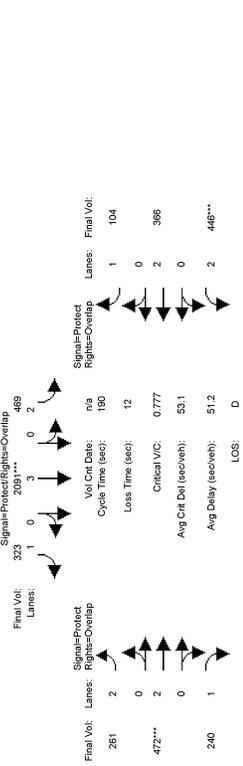
Note: Queue reported is the number of cars per lane.





Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Project-Spanozzi PM

Intersection #512: Almaden Exp & Branham Ln \*



Final Vol: 323  
Lanes: 1 0 3 0 2

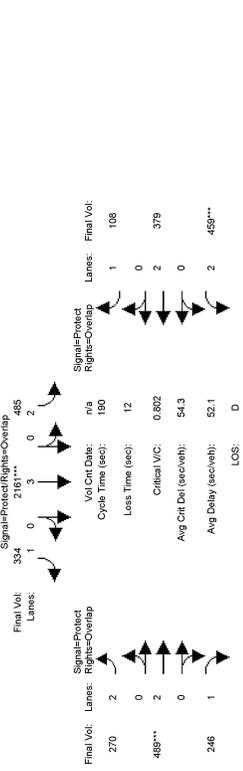
Final Vol: 307  
Lanes: 2 0 3 0 1

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Min. Green: 14 66 10 14 88 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Volume Module: S:15-6:15PM  
 Base Vol: 232 685 433 469 2023 323 261 472 172 378 366 104  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 232 685 433 469 2023 323 261 472 172 378 366 104  
 Added Vol: 68 68 0 68 0 68 0 68 0 68 68 0 68 68 0  
 SanchezReas: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 300 753 501 469 2091 323 261 472 240 446 366 104  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 300 753 501 469 2091 323 261 472 240 446 366 104  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 300 753 501 469 2091 323 261 472 240 446 366 104  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 300 753 501 469 2091 323 261 472 240 446 366 104

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 AdjSatur: 0.83 1.00 0.92 0.83 1.00 0.92 0.79 1.00 0.63 0.83 1.00 0.92  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat: 3150 5700 1750 3150 5700 1750 3000 3800 1200 3150 3800 1750  
 Capacity Analysis Module:  
 Vol/Sat: 0.10 0.13 0.29 0.15 0.37 0.18 0.09 0.12 0.20 0.14 0.10 0.06  
 Crit Moves: \*\*\*\*  
 Green Time: 23.3 79.1 113.7 33.9 89.7 120.6 30.8 30.4 53.7 34.6 34.2 68.1  
 Volume/Cap: 0.78 0.32 0.48 0.83 0.78 0.29 0.54 0.78 0.71 0.78 0.54 0.17  
 Delay/Veh: 90.4 37.4 21.8 85.7 35.2 7.7 74.2 82.9 67.9 80.6 71.6 41.7  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 90.4 37.4 21.8 85.7 35.2 7.7 74.2 82.9 67.9 80.6 71.6 41.7  
 LOS by Move: F D C F D A E F E F E D  
 HCM2k95thQ: 17 17 28 30 48 8 17 26 27 29 19 11  
 Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative PM

Intersection #512: Almaden Exp & Branham Ln \*



Final Vol: 334  
Lanes: 1 0 3 0 2

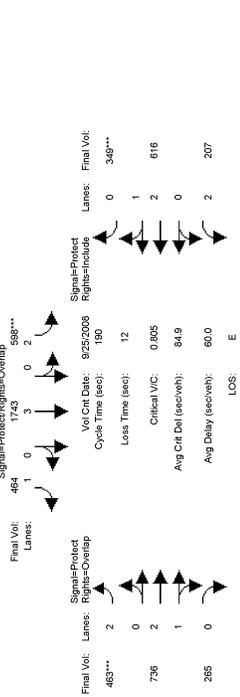
Final Vol: 308  
Lanes: 2 0 3 0 1

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Min. Green: 14 66 10 14 88 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Volume Module:  
 Base Vol: 308 776 516 485 2161 334 270 489 246 459 379 108  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 308 776 516 485 2161 334 270 489 246 459 379 108  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 308 776 516 485 2161 334 270 489 246 459 379 108  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 308 776 516 485 2161 334 270 489 246 459 379 108  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 308 776 516 485 2161 334 270 489 246 459 379 108  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 308 776 516 485 2161 334 270 489 246 459 379 108

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 AdjSatur: 0.83 1.00 0.92 0.83 1.00 0.92 0.79 1.00 0.63 0.83 1.00 0.92  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat: 3150 5700 1750 3150 5700 1750 3000 3800 1200 3150 3800 1750  
 Capacity Analysis Module:  
 Vol/Sat: 0.10 0.14 0.29 0.15 0.38 0.19 0.09 0.13 0.21 0.15 0.10 0.06  
 Crit Moves: \*\*\*\*  
 Green Time: 23.2 78.3 112.8 34.7 89.8 120.7 30.8 30.5 53.7 34.5 34.2 68.9  
 Volume/Cap: 0.80 0.33 0.50 0.84 0.80 0.30 0.55 0.80 0.73 0.80 0.55 0.17  
 Delay/Veh: 92.7 38.1 22.6 85.9 36.1 7.7 74.7 84.4 69.2 82.4 72.0 41.3  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 92.7 38.1 22.6 85.9 36.1 7.7 74.7 84.4 69.2 82.4 72.0 41.3  
 LOS by Move: F D C F D A E F E F E D  
 HCM2k95thQ: 18 17 30 31 51 9 18 27 28 30 20 11  
 Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Saturated Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing 7:00 PM

Intersection #513: Almaden Exp & Blossom Hill Rd -



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 64 10 50 91 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 25 Sep 2008 << 5:15-6:15PM  
 Base Vol: 262 1254 153 615 1760 480 472 736 265 207 616 359  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 262 1254 153 615 1760 480 472 736 265 207 616 359  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Expo: 0 -10 0 -17 -17 -16 -9 0 0 0 0 0 -10  
 Initial Fut: 262 1244 153 598 1743 464 463 736 265 207 616 349  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 262 1244 153 598 1743 464 463 736 265 207 616 349  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 262 1244 153 598 1743 464 463 736 265 207 616 349

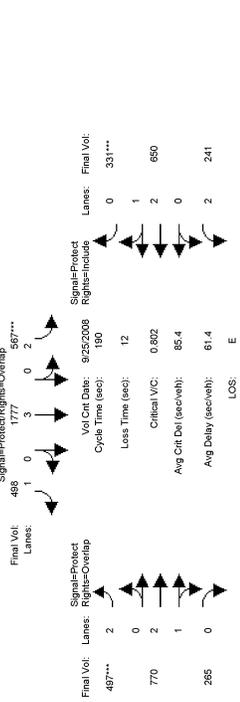
Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 AdjSatur: 0.83 1.00 0.92 0.83 1.00 0.82 0.83 1.00 0.65 0.83 1.00 0.92  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat: 3150 5700 1750 3150 5700 1750 3150 3781 1234 3150 3800 1750

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.22 0.09 0.19 0.31 0.27 0.15 0.19 0.21 0.07 0.16 0.20  
 Crit Moves: \*\*\*\*  
 Green Time: 16.9 64.0 81.6 50.0 97.1 124.3 27.2 46.4 63.3 17.6 36.8 36.8  
 Volume/Cap: 0.94 0.65 0.20 0.72 0.60 0.41 1.03 0.80 0.64 0.71 0.84 1.03  
 Delay/Veh: 123.2 54.2 34.0 66.8 24.8 6.8 131.3 71.0 54.7 91.7 79.1 113.4  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 123.2 54.2 34.0 66.8 24.8 6.8 131.3 71.0 54.7 91.7 79.1 113.4  
 LOS by Move: F D C E C A F E D F E F  
 HCM2k95thQ: 22 34 11 30 30 11 36 37 28 14 31 42

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Saturated Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing 7:00 PM

Intersection #513: Almaden Exp & Blossom Hill Rd -



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 64 10 50 91 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 25 Sep 2008 << 5:15-6:15PM  
 Base Vol: 262 1254 153 615 1760 480 472 736 265 207 616 359  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 262 1254 153 615 1760 480 472 736 265 207 616 359  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Expo: 0 -10 0 -17 -17 -16 -9 0 0 0 0 0 -10  
 Initial Fut: 262 1244 153 598 1743 464 463 736 265 207 616 349  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 262 1244 153 598 1743 464 463 736 265 207 616 349  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 262 1244 153 598 1743 464 463 736 265 207 616 349

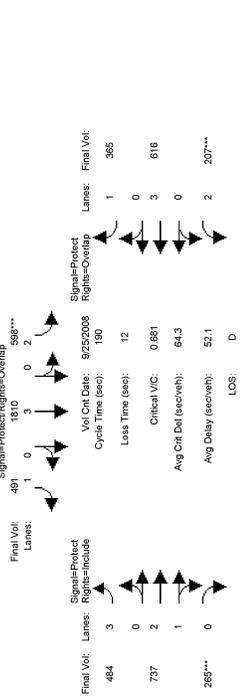
Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 AdjSatur: 0.83 1.00 0.92 0.83 1.00 0.82 0.83 1.00 0.65 0.83 1.00 0.92  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat: 3150 5700 1750 3150 5700 1750 3150 3779 1234 3150 3800 1750

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.22 0.11 0.18 0.31 0.28 0.16 0.20 0.21 0.08 0.17 0.19  
 Crit Moves: \*\*\*\*  
 Green Time: 16.9 64.0 81.5 50.0 97.1 126.2 29.1 46.5 63.4 17.5 34.9 34.9  
 Volume/Cap: 0.94 0.67 0.25 0.68 0.61 0.43 1.03 0.83 0.64 0.83 0.93 1.03  
 Delay/Veh: 123.2 54.8 34.9 65.3 25.1 6.1 129.3 72.9 54.6 103.0 90.5 114.6  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 123.2 54.8 34.9 65.3 25.1 6.1 129.3 72.9 54.6 103.0 90.5 114.6  
 LOS by Move: F D C E C A F E D F E F  
 HCM2k95thQ: 22 36 14 28 31 11 38 39 28 17 35 41

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM

Intersection #513: Almaden Exp & Blossom Hill Rd -



Final Vol: 283  
 Lanes: 2 0 4 0 1  
 Signal-Protect Rights-Overlap  
 Final Vol: 154  
 Lanes: 2 0 4 0 1  
 Signal-Protect Rights-Overlap

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 64 10 50 91 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 25 Sep 2008 << 5:15-6:15PM  
 Base Vol: 262 1254 153 615 1760 480 472 736 265 207 616 359  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 262 1254 153 615 1760 480 472 736 265 207 616 359  
 Added Vol: 0 16 0 16 16 16 16 0 0 0 0 0 0 0 0 0  
 APTI-Expo+HT: 1 2 1 -33 34 -5 -4 1 0 0 0 0 -10  
 Initial Fut: 263 1272 154 598 1810 491 484 737 265 207 616 365  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 263 1272 154 598 1810 491 484 737 265 207 616 365  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 263 1272 154 598 1810 491 484 737 265 207 616 365

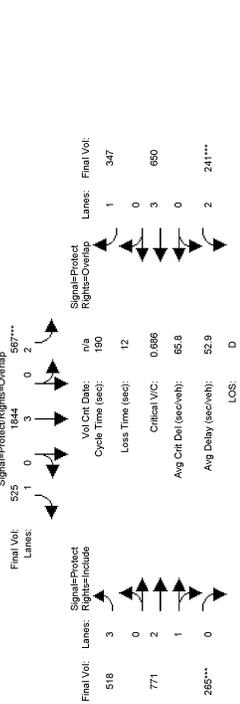
Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Adj: 0.83 1.00 0.92 0.83 1.00 0.92 0.80 1.00 0.65 0.83 1.00 0.65 0.83 1.00 0.92  
 Lanes: 2.00 4.00 1.00 2.00 3.00 1.00 3.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat: 3150 7600 1750 3150 5700 1750 4551 3781 1234 3150 5700 1750

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.17 0.09 0.19 0.32 0.28 0.11 0.19 0.21 0.07 0.11 0.21  
 Crit Moves: \*\*\*\*  
 Green Time: 16.9 64.0 79.0 50.0 97.1 128.8 31.7 49.0 49.0 15.0 32.3 82.3  
 Volume/Cap: 0.94 0.50 0.21 0.72 0.62 0.41 0.64 0.76 0.83 0.83 0.64 0.48  
 Delay/Veh: 123.2 50.3 35.7 66.8 25.4 4.9 75.6 67.5 71.7 106.9 74.8 39.1  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 123.2 50.3 35.7 66.8 25.4 4.9 75.6 67.5 71.7 106.9 74.8 39.1  
 LOS by Move: F D D E C A E E E F E D  
 HCM2k95thQ: 22 25 11 30 32 9 22 37 31 15 21 34

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Future Volume Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Project-Sanchez PM

Intersection #513: Almaden Exp & Blossom Hill Rd -



Final Vol: 283  
 Lanes: 2 0 4 0 1  
 Signal-Protect Rights-Overlap  
 Final Vol: 188  
 Lanes: 2 0 4 0 1  
 Signal-Protect Rights-Overlap

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 64 10 50 91 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: 5:15-6:15PM  
 Base Vol: 263 1272 154 598 1810 491 484 737 265 207 616 365  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 263 1272 154 598 1810 491 484 737 265 207 616 365  
 Added Vol: 0 34 0 34 0 34 34 0 0 0 0 0 0 0 0 0  
 SanchezReas: 0 0 -31 0 0 0 0 0 0 0 0 0 0 0 0 -18  
 Initial Fut: 263 1306 188 567 1844 525 518 771 265 241 650 347  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 263 1306 188 567 1844 525 518 771 265 241 650 347  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 263 1306 188 567 1844 525 518 771 265 241 650 347

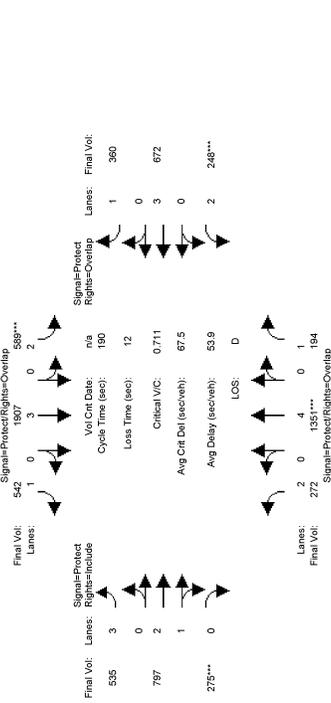
Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Adj: 0.83 1.00 0.92 0.83 1.00 0.92 0.80 1.00 0.65 0.83 1.00 0.65 0.83 1.00 0.92  
 Lanes: 2.00 4.00 1.00 2.00 3.00 1.00 3.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat: 3150 7600 1750 3150 5700 1750 4551 3779 1234 3150 5700 1750

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.17 0.11 0.18 0.32 0.30 0.11 0.20 0.21 0.08 0.11 0.20  
 Crit Moves: \*\*\*\*  
 Green Time: 16.9 64.0 80.8 50.0 97.1 129.0 32.0 47.2 47.2 16.8 32.0 82.0  
 Volume/Cap: 0.94 0.51 0.25 0.68 0.63 0.44 0.68 0.82 0.86 0.86 0.68 0.46  
 Delay/Veh: 123.2 50.6 35.3 65.3 25.6 5.0 76.6 71.9 75.1 108.8 76.1 38.7  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 123.2 50.6 35.3 65.3 25.6 5.0 76.6 71.9 75.1 108.8 76.1 38.7  
 LOS by Move: F D D E C A E E E F E D  
 HCM2k95thQ: 22 26 14 28 32 10 23 39 32 17 22 32

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
San Jose, CA  
With 5% Reassessment of Future Volume Due to Saturated Extension  
Level of Service Computations Report  
2000 HCM Operations (Future Volume Alternative)  
Cumulative PM

Intersection #513: Almaden Exp & Blossom Hill Rd -



Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 64 10 50 91 10 14 10 10 14 10 10 14 10 10  
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 12 Nov 2009 << 4:30-5:30PM  
Base Vol: 272 1351 194 589 1907 542 535 797 275 248 672 360  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 272 1351 194 589 1907 542 535 797 275 248 672 360  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 272 1351 194 589 1907 542 535 797 275 248 672 360  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 272 1351 194 589 1907 542 535 797 275 248 672 360  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 272 1351 194 589 1907 542 535 797 275 248 672 360  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 272 1351 194 589 1907 542 535 797 275 248 672 360

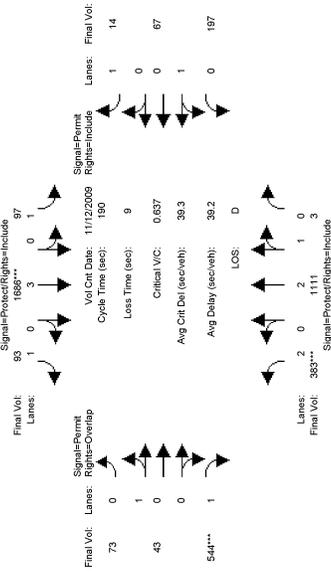
Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
AdjSmt: 0.83 1.00 0.92 0.83 1.00 0.82 0.80 0.99 0.65 0.83 1.00 0.92  
Lanes: 2.00 4.00 1.00 2.00 3.00 1.00 3.00 2.00 1.00 2.00 3.00 1.00  
Final Sat: 3150 7600 1750 3150 5700 1750 4551 3779 1234 3150 5700 1750

Capacity Analysis Module:  
Vol/Sat: 0.09 0.18 0.11 0.19 0.33 0.31 0.12 0.21 0.22 0.08 0.12 0.21  
Crit Moves: \*\*\*\*  
Green Time: 17.4 64.0 80.7 50.0 96.6 128.5 32.0 47.3 16.7 32.0 82.0  
Volume/Cap: 0.94 0.53 0.26 0.71 0.66 0.46 0.70 0.85 0.90 0.90 0.70 0.48  
Delay/Veh: 123.5 51.0 35.5 66.3 26.6 5.3 77.4 73.4 77.9 114.5 76.7 39.1  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 123.5 51.0 35.5 66.3 26.6 5.3 77.4 73.4 77.9 114.5 76.7 39.1  
LOS by Move: F D D E C A E E E F E D  
HCM2k95thQ: 23 27 14 29 34 11 24 41 33 18 23 34

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
San Jose, CA  
With 5% Reassessment of Future Volume Due to Saturated Extension  
Level of Service Computations Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #521: Almaden Exp & Cherry Av



Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 10 10 14 10 10 14 10 10 14 10 10 14 10 10  
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 12 Nov 2009 << 4:30-5:30PM  
Base Vol: 383 1111 3 97 1686 93 73 43 544 197 67 14  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 383 1111 3 97 1686 93 73 43 544 197 67 14  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 383 1111 3 97 1686 93 73 43 544 197 67 14  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 383 1111 3 97 1686 93 73 43 544 197 67 14  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 383 1111 3 97 1686 93 73 43 544 197 67 14  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 383 1111 3 97 1686 93 73 43 544 197 67 14

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
AdjSmt: 0.83 0.96 0.95 0.92 1.00 0.92 0.95 0.99 0.92 0.95 0.95 0.92 0.95 0.95 0.92  
Lanes: 2.00 2.99 0.01 1.00 3.00 1.00 0.63 0.37 1.00 0.75 0.25 1.00  
Final Sat: 3150 5585 15 1750 5700 1750 1133 667 1750 1343 457 1750

Capacity Analysis Module:  
Vol/Sat: 0.12 0.20 0.20 0.06 0.30 0.05 0.06 0.06 0.31 0.15 0.15 0.01  
Crit Moves: \*\*\*\*  
Green Time: 36.3 90.9 90.9 33.7 88.3 88.3 56.5 56.5 92.7 56.5 56.5 56.5  
Volume/Cap: 0.64 0.42 0.42 0.31 0.64 0.11 0.22 0.22 0.64 0.49 0.49 0.03  
Delay/Veh: 73.1 32.4 32.4 68.7 32.1 23.6 50.4 50.4 37.7 55.7 55.7 47.3  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 73.1 32.4 32.4 68.7 32.1 23.6 50.4 50.4 37.7 55.7 55.7 47.3  
LOS by Move: E C C A E C D D E D  
HCM2k95thQ: 23 24 24 9 34 5 12 12 50 26 26 26

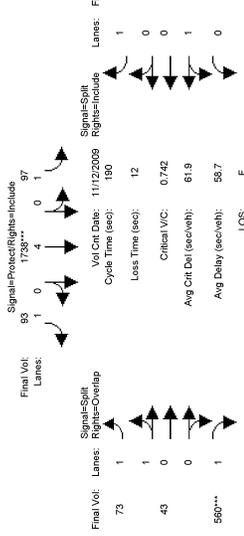
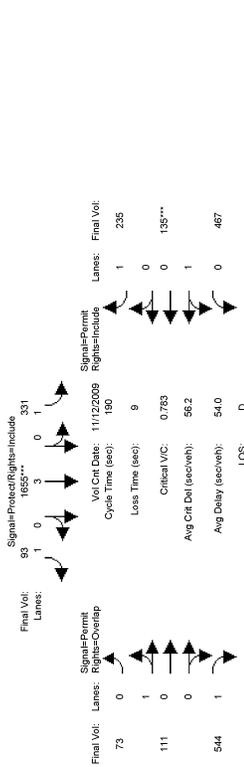
Note: Queue reported is the number of cars per lane.

COMPARE  
 Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassessment of Future Volume Due to Sanctus Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing - PM

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassessment of Future Volume Due to Sanctus Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM

Intersection #521: Almaden Exp & Chery Av

Intersection #521: Almaden Exp & Chery Av



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Min. Green: 14 10 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Volume Module: >> Count Date: 12 Nov 2009 << 4:30-5:30PM  
 Base Vol: 383 1111 3 97 1686 93 73 43 544 197 67 14  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 383 1111 3 97 1686 93 73 43 544 197 67 14  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 ExistReassi: 0 -18 0 31 -31 0 0 0 0 0 0 0  
 Initial Fut: 383 1093 77 331 1655 93 73 111 544 467 135 235  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 383 1093 77 331 1655 93 73 111 544 467 135 235  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MFL Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 383 1093 77 331 1655 93 73 111 544 467 135 235

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Min. Green: 14 10 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0  
 Volume Module: >> Count Date: 12 Nov 2009 << 4:30-5:30PM  
 Base Vol: 383 1111 3 97 1686 93 73 43 544 197 67 14  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 383 1111 3 97 1686 93 73 43 544 197 67 14  
 Added Vol: 16 49 0 0 47 0 0 0 0 0 0 0  
 ATI-Expo+HT: 0 10 0 0 5 0 0 0 0 0 0 0  
 Initial Fut: 399 1170 3 97 1738 93 73 43 560 197 67 14  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 399 1170 3 97 1738 93 73 43 560 197 67 14  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MFL Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 399 1170 3 97 1738 93 73 43 560 197 67 14

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 AdjSatur: 0.83 0.96 0.95 0.82 1.00 0.82 0.95 0.95 0.92 0.95 0.95 0.92  
 Lanes: 2.00 2.80 0.20 1.00 3.00 1.00 0.40 0.60 1.00 0.78 0.22 1.00  
 Final Sat.: 3150 5231 369 1750 5700 1750 714 1086 1750 1396 404 1750

Capacity Analysis Module:  
 Vol/Sat: 0.12 0.21 0.21 0.19 0.29 0.05 0.10 0.10 0.31 0.33 0.33 0.13  
 Crit Moves: \*\*\*\*  
 Green Time: 29.5 52.4 52.4 47.5 70.4 70.4 81.1 81.1 110.6 81.1 81.1  
 Volume/Cap: 0.78 0.76 0.76 0.76 0.78 0.14 0.24 0.24 0.53 0.78 0.78 0.31  
 Delay/Veh: 85.3 65.2 65.2 73.4 51.0 36.8 34.9 34.9 24.6 52.2 52.2 36.3  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 85.3 65.2 65.2 73.4 51.0 36.8 34.9 34.9 24.6 52.2 52.2 36.3  
 LOS by Move: F E E D D C C C D D  
 HCM2k95thQ: 26 37 31 42 6 17 17 47 56 56 23

Note: Queue reported is the number of cars per lane.

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 AdjSatur: 0.83 1.00 0.92 0.92 1.00 0.82 0.95 0.95 0.92 0.95 0.95 0.92  
 Lanes: 2.00 3.00 1.00 1.00 4.00 1.00 1.27 0.73 1.00 0.75 0.25 1.00  
 Final Sat.: 3150 5700 1750 1750 7600 1750 2234 1316 1750 1343 457 1750

Capacity Analysis Module:  
 Vol/Sat: 0.13 0.21 0.00 0.06 0.23 0.05 0.03 0.03 0.32 0.15 0.15 0.01  
 Crit Moves: \*\*\*\*  
 Green Time: 32.4 66.9 104.5 24.0 56.5 58.5 49.5 49.5 81.9 37.5 37.5 37.5  
 Volume/Cap: 0.74 0.58 0.00 0.44 0.74 0.17 0.13 0.13 0.74 0.74 0.74 0.04  
 Delay/Veh: 80.3 50.6 19.3 78.1 59.1 47.2 53.8 53.8 49.2 79.8 79.8 61.7  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 80.3 50.6 19.3 78.1 59.1 47.2 53.8 53.8 49.2 79.8 79.8 61.7  
 LOS by Move: F D B E D D D D D D  
 HCM2k95thQ: 26 31 0 10 35 7 6 6 53 29 29 2

Note: Queue reported is the number of cars per lane.

















**Appendix E**  
**Saturday Midday Traffic Data**



# 1-3PM Peak-Hour Volume Count Worksheet

Date: 4/2/11  
 Counter: Alvan and Sam  
 Intersection Name: Almaden Expressway and Branham  
 Weather: Clear San Jose

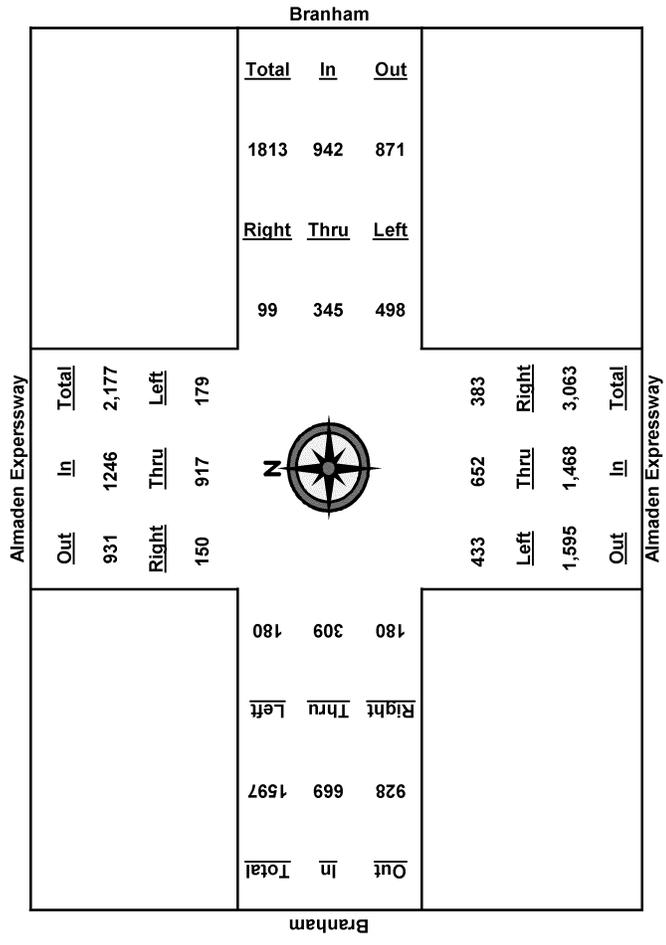
## AUTO-CENSUS

Traffic Monitoring and Analysis  
 870 Castlewold Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Almaden Expsrsway						Branham						Almaden Expressway						Branham								
	North Approach			East Approach			South Approach			West Approach			North Approach			East Approach			South Approach			West Approach					
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	39	233	47	319	15	80	110	205	419	198	355	214	125	447	43	83	43	169	83	166	74	323	83	166	74	323	
1:30	89	451	110	650	33	160	226	419	643	298	538	312	1,148	130	237	116	483	130	237	116	483	130	237	116	483		
1:45	128	634	145	907	70	238	335	643	855	410	700	430	1,540	175	311	167	653	175	311	167	653	175	311	167	653		
2:00	170	881	191	1,242	99	317	439	855	1,007	581	1,007	647	2,235	263	475	254	992	263	475	254	992	263	475	254	992		
2:15	211	1,129	238	1,578	108	407	593	1,108	1,583	660	1,135	741	2,536	309	538	279	1,126	309	538	279	1,126	309	538	279	1,126		
2:30	239	1,368	289	1,896	132	505	724	1,361	1,732	762	1,319	828	2,909	356	587	330	1,273	356	587	330	1,273	356	587	330	1,273		
2:45	275	1,627	341	2,243	161	577	845	1,583	1,732	762	1,319	828	2,909	356	587	330	1,273	356	587	330	1,273	356	587	330	1,273		
3:00	324	1,843	375	2,542	174	629	929	1,732	2,542	174	629	929	2,542	174	629	929	2,542	174	629	929	2,542	174	629	929	2,542		

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
1:00 - 2:00	170	881	191	1,242	99	317	439	855	410	700	430	1,540	175	311	167	653	4,290
1:15 - 2:15	172	896	191	1,259	93	327	483	903	396	666	429	1,491	177	299	160	636	4,289
2:30 - 3:30	150	917	179	1,246	99	345	498	942	383	652	433	1,468	180	309	180	669	4,325
2:45 - 3:45	147	993	196	1,336	91	339	510	940	362	597	429	1,388	179	301	163	643	4,307
2:00 - 3:00	154	962	184	1,300	75	312	490	877	352	619	398	1,369	181	276	163	620	4,166
<b>Peak Volumes:</b>	<b>150</b>	<b>917</b>	<b>179</b>	<b>1,246</b>	<b>99</b>	<b>345</b>	<b>498</b>	<b>942</b>	<b>383</b>	<b>652</b>	<b>433</b>	<b>1,468</b>	<b>180</b>	<b>309</b>	<b>180</b>	<b>669</b>	<b>4,325</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	433	652	383	179	917	150	180	309	180	498	345	99



# 1-3PM Peak-Hour Volume Count Worksheet

Date: 4/2/11  
 Counter: Byron and Jo  
 Intersection Name: Almaden Expressway and Chynoweth  
 Weather: Clear San Jose

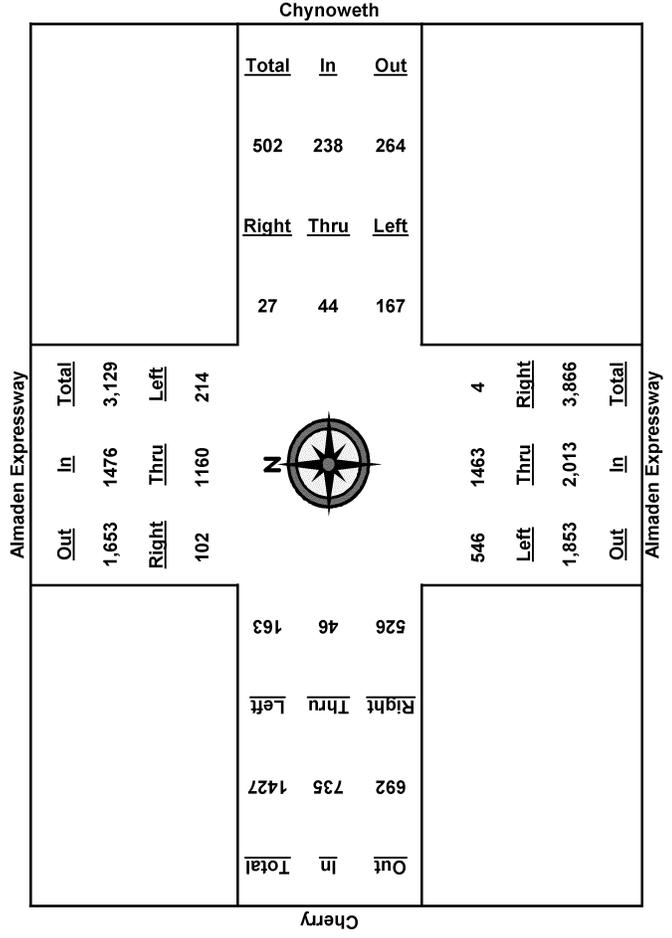
## AUTO-CENSUS

Traffic Monitoring and Analysis  
 870 Castlewold Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Almaden Expressway				Chynoweth				Almaden Expressway				Cherry			
	North Approach		East Approach		South Approach		West Approach		South Approach		West Approach		South Approach		West Approach	
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	46	365	49	460	5	18	48	71	3	318	89	410	129	30	49	208
1:30	82	606	95	783	6	27	90	123	4	576	217	797	208	45	75	328
1:45	102	869	131	1,102	13	41	137	191	4	873	377	1,254	324	59	108	491
2:00	129	1,144	198	1,471	26	58	184	268	5	1,263	529	1,797	482	69	167	718
2:15	140	1,352	233	1,725	30	67	209	306	5	1,676	695	2,376	579	82	201	862
2:30	169	1,658	282	2,109	35	70	244	349	7	2,005	812	2,824	709	94	230	1,033
2:45	204	2,029	345	2,578	40	85	304	429	8	2,336	923	3,267	850	105	271	1,226
3:00	231	2,278	376	2,885	45	100	346	491	9	2,682	1,052	3,743	987	110	308	1,405

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
1:00 - 2:00	129	1,144	198	1,471	26	58	184	268	5	1,263	529	1,797	718
1:15 - 2:15	94	987	184	1,265	25	49	161	235	2	1,358	606	1,966	654
2:30 - 3:30	87	1,052	187	1,326	29	43	154	226	3	1,429	595	2,027	705
2:45 - 3:45	102	1,160	214	1,476	27	44	167	238	4	1,463	546	2,013	735
2:00 - 3:00	102	1,134	178	1,414	19	42	162	223	4	1,419	523	1,946	687
<b>Peak Volumes:</b>	<b>102</b>	<b>1,160</b>	<b>214</b>	<b>1,476</b>	<b>27</b>	<b>44</b>	<b>167</b>	<b>238</b>	<b>4</b>	<b>1,463</b>	<b>546</b>	<b>2,013</b>	<b>735</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	546	1,463	4	214	1,160	102	163	46	526	167	44	27



# 1-3PM Peak-Hour Volume Count Worksheet

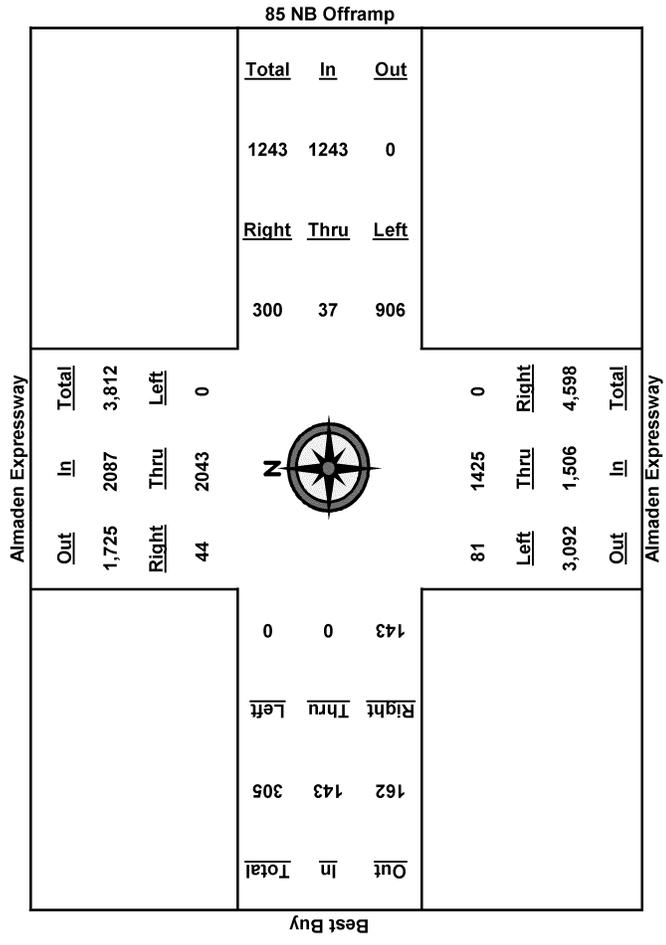
Date: 4/2/11  
 Counter: Kevin and An  
 Intersection Name: Almaden Expressway and Best Buy  
 Weather: Clear San Jose

**AUTO-CENSUS**  
 Traffic Monitoring and Analysis  
 870 Castlewold Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Almaden Expressway						85 NB Offramp						Almaden Expressway						Best Buy						
	North Approach			East Approach			South Approach			West Approach			North Approach			East Approach			South Approach			West Approach			
	Right	Thru	Total	Right	Thru	Total	Left	Thru	Total	Right	Thru	Total	Left	Thru	Total	Right	Thru	Total	Left	Thru	Total	Right	Thru	Total	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	9	489	498	49	8	144	201	278	9	287	19	0	0	19	0	0	0	0	0	0	0	0	0	0	19
1:30	24	1,075	1,099	120	22	317	459	645	23	668	42	0	0	42	0	0	0	0	0	0	0	0	0	0	42
1:45	34	1,549	1,583	202	30	541	773	1,003	47	1,050	86	0	0	86	0	0	0	0	0	0	0	0	0	0	86
2:00	44	2,041	2,085	272	40	772	1,084	1,380	65	1,445	120	0	0	120	0	0	0	0	0	0	0	0	0	0	120
2:15	53	2,532	2,585	349	45	1,050	1,444	1,703	90	1,793	162	0	0	162	0	0	0	0	0	0	0	0	0	0	162
2:30	62	2,969	3,031	404	56	1,251	1,711	2,000	114	2,114	205	0	0	205	0	0	0	0	0	0	0	0	0	0	205
2:45	70	3,552	3,622	466	64	1,471	2,001	2,330	134	2,464	230	0	0	230	0	0	0	0	0	0	0	0	0	0	230
3:00	80	4,045	4,125	530	70	1,686	2,286	2,665	156	2,821	286	0	0	286	0	0	0	0	0	0	0	0	0	0	286

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
1:00 - 2:00	44	2,041	0	2,085	272	40	772	1,084	0	1,380	65	1,445	120	0	0	120	4,734
1:15 - 2:15	44	2,043	0	2,087	300	37	906	1,243	0	1,425	81	1,506	143	0	0	143	4,979
2:30 - 3:30	38	1,894	0	1,932	284	34	934	1,252	0	1,355	91	1,446	163	0	0	163	4,793
2:45 - 3:45	36	2,003	0	2,039	264	34	930	1,228	0	1,327	87	1,414	144	0	0	144	4,825
2:00 - 3:00	36	2,004	0	2,040	258	30	914	1,202	0	1,285	91	1,376	166	0	0	166	4,784
<b>Peak Volumes:</b>	<b>44</b>	<b>2,043</b>	<b>0</b>	<b>2,087</b>	<b>300</b>	<b>37</b>	<b>906</b>	<b>1,243</b>	<b>0</b>	<b>1,425</b>	<b>81</b>	<b>1,506</b>	<b>143</b>	<b>0</b>	<b>0</b>	<b>143</b>	<b>4,979</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	81	1,425	0	0	2,043	44	0	0	143	906	37	300



# 1-3PM Peak-Hour Volume Count Worksheet

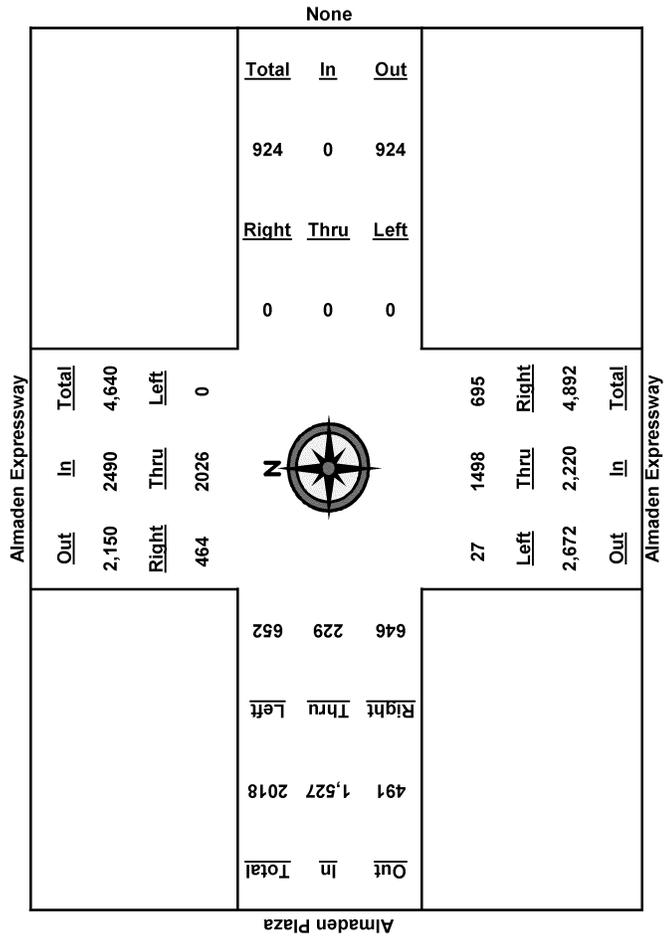
Date: 4/2/11  
 Counter: Ron and Stuart  
 Intersection Name: Almaden Expressway and Almaden Plaza Way  
 Weather: Clear San Jose

**AUTO-CENSUS**  
 Traffic Monitoring and Analysis  
 870 Castlewold Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Almaden Expressway						None						Almaden Expressway						Almaden Plaza											
	North Approach			East Approach			None			East Approach			South Approach			West Approach			West Approach			West Approach								
	Right	Thru	Left	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total			
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15	88	560	0	648	0	0	0	177	369	11	557	166	76	157	399	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30	182	1,066	0	1,248	0	0	0	389	759	19	1,167	291	124	287	702	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45	284	1,524	0	1,808	0	0	0	586	1,162	36	1,784	454	193	452	1,099	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00	387	1,977	0	2,364	0	0	0	757	1,545	47	2,349	600	239	619	1,458	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	515	2,550	0	3,065	0	0	0	938	1,919	49	2,906	730	275	789	1,794	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	622	3,003	0	3,625	0	0	0	1,110	2,303	62	3,475	896	337	952	2,185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	726	3,492	0	4,218	0	0	0	1,292	2,695	66	4,053	1,093	403	1,133	2,629	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	851	4,003	0	4,854	0	0	0	1,452	3,043	74	4,569	1,246	468	1,271	2,985	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
1:00 - 2:00	387	1,977	0	2,364	0	0	0	0	757	1,545	47	2,349	600	239	619	1,458	6:171
1:15 - 2:15	427	1,990	0	2,417	0	0	0	0	761	1,550	38	2,349	564	199	632	1,395	6:161
2:30 - 3:30	440	1,937	0	2,377	0	0	0	0	721	1,544	43	2,308	605	213	665	1,483	6:168
2:45 - 3:45	442	1,968	0	2,410	0	0	0	0	706	1,533	30	2,269	639	210	681	1,530	6:209
2:00 - 3:00	464	2,026	0	2,490	0	0	0	0	695	1,498	27	2,220	646	229	652	1,527	6:237
<b>Peak Volumes:</b>	<b>464</b>	<b>2,026</b>	<b>0</b>	<b>2,490</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>695</b>	<b>1,498</b>	<b>27</b>	<b>2,220</b>	<b>646</b>	<b>229</b>	<b>652</b>	<b>1,527</b>	<b>6,237</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	27	1,498	695	0	2,026	464	652	229	646	0	0	0



# 1-3PM Peak-Hour Volume Count Worksheet

## AUTO-CENSUS

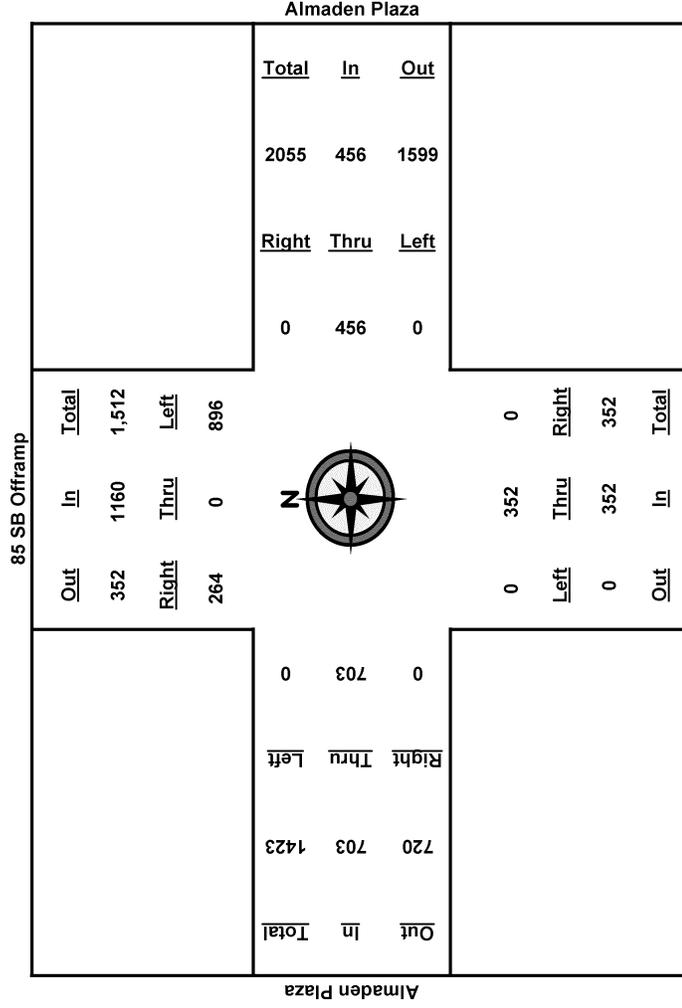
Traffic Monitoring and Analysis  
 870 Castlewood Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

Date: 4/2/11  
 Counter: Patti and Ryan  
 Intersection Name: SB85 Offramp and Almaden Plaza - Loop  
 Weather: Clear San Jose

Start Time	85 SB Offramp						Almaden Plaza						SB 85 Onramp - Loop						Almaden Plaza						
	North Approach			East Approach			South Approach			West Approach			South Approach			West Approach			South Approach			West Approach			
	Right	Thru	Total	Right	Thru	Total	Right	Thru	Total	Right	Thru	Total	Right	Thru	Total	Right	Thru	Total	Right	Thru	Total	Right	Thru	Total	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	60	0	216	88	0	276	88	0	88	0	88	103	0	103	0	103	0	103	0	163	0	163	0	163	0
1:30	112	0	421	186	0	533	186	0	186	0	186	204	0	204	0	204	0	204	0	293	0	293	0	293	0
1:45	189	0	633	300	0	822	300	0	300	0	300	310	0	310	0	310	0	310	0	454	0	454	0	454	0
2:00	253	0	813	418	0	1,066	418	0	418	0	418	507	0	507	0	507	0	507	0	587	0	587	0	587	0
2:15	313	0	1,017	536	0	1,330	536	0	536	0	536	569	0	569	0	569	0	569	0	778	0	778	0	778	0
2:30	393	0	1,212	633	0	1,605	633	0	633	0	633	665	0	665	0	665	0	665	0	937	0	937	0	937	0
2:45	454	0	1,459	745	0	1,913	745	0	745	0	745	768	0	768	0	768	0	768	0	1,107	0	1,107	0	1,107	0
3:00	517	0	1,709	874	0	2,226	874	0	874	0	874	703	0	703	0	703	0	703	0	1,290	0	1,290	0	1,290	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
1:00 - 2:00	253	0	813	1,066	0	418	0	418	0	416	0	416	0	587	0	587	2,487
1:15 - 2:15	253	0	801	1,054	0	448	0	448	0	404	0	404	0	615	0	615	2,521
2:30 - 3:30	281	0	791	1,072	0	447	0	447	0	365	0	365	0	644	0	644	2,528
2:45 - 3:45	265	0	826	1,091	0	445	0	445	0	355	0	355	0	653	0	653	2,544
2:00 - 3:00	264	0	896	1,160	0	456	0	456	0	352	0	352	0	703	0	703	2,671
<b>Peak Volumes:</b>	<b>264</b>	<b>0</b>	<b>896</b>	<b>1,160</b>	<b>0</b>	<b>456</b>	<b>0</b>	<b>456</b>	<b>0</b>	<b>352</b>	<b>0</b>	<b>352</b>	<b>0</b>	<b>703</b>	<b>0</b>	<b>703</b>	<b>2,671</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	352	0	896	0	264	0	703	0	0	456	0



# 1-3PM Peak-Hour Volume Count Worksheet

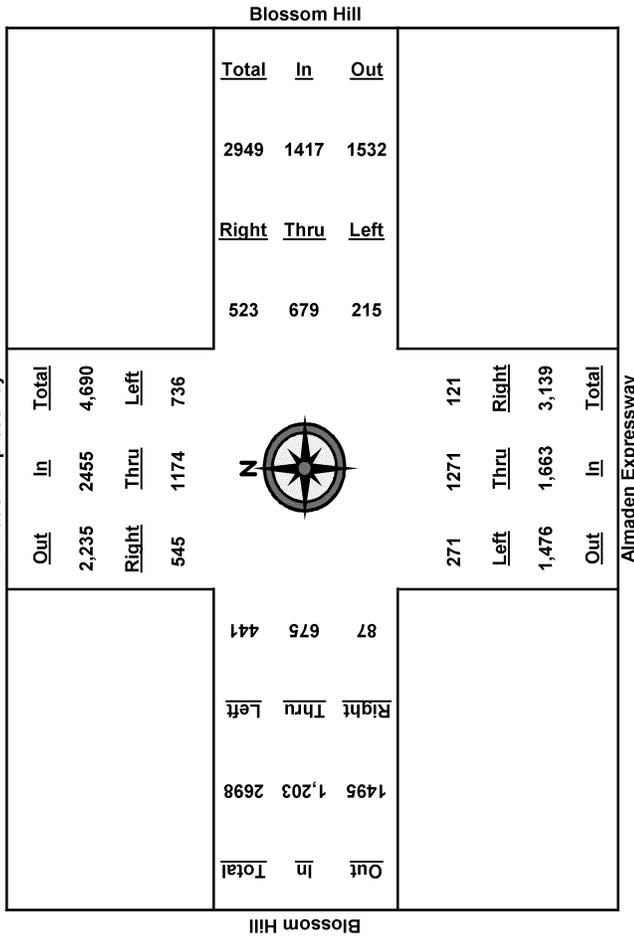
Date: 4/2/11  
 Counter: Logan and Huy  
 Intersection Name: Almaden Expressway and Blossom Hill  
 Weather: Clear San Jose

**AUTO-CENSUS**  
 Traffic Monitoring and Analysis  
 870 Castlewold Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Almaden Expressway						Blossom Hill						Almaden Expressway						Blossom Hill										
	North Approach			East Approach			South Approach			West Approach			North Approach			East Approach			South Approach			West Approach							
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total	PK Hour
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	128	305	187	620	134	196	63	393	40	389	89	518	26	193	98	317													
1:30	253	585	344	1,182	247	347	123	717	73	721	155	949	41	351	205	597													
1:45	421	900	529	1,850	390	507	174	1,071	106	1,006	207	1,319	60	532	337	929													
2:00	545	1,174	736	2,455	523	679	215	1,417	121	1,271	271	1,663	87	675	441	1,203													
2:15	692	1,428	908	3,028	649	861	260	1,770	157	1,557	331	2,045	106	864	577	1,547													
2:30	840	1,766	1,084	3,690	781	1,040	332	2,153	175	1,816	373	2,364	127	1,044	698	1,869													
2:45	980	2,095	1,264	4,339	912	1,245	387	2,544	198	2,132	428	2,758	146	1,210	814	2,170													
3:00	1,069	2,392	1,414	4,875	1,034	1,429	443	2,906	213	2,437	482	3,132	165	1,348	937	2,450													

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
1:00 - 2:00	545	1,174	736	2,455	523	679	215	1,417	121	1,271	271	1,663	87	675	441	1,203	6,738
1:15 - 2:15	564	1,123	721	2,408	515	665	197	1,377	117	1,168	242	1,527	80	671	479	1,230	6,542
2:30 - 3:30	587	1,181	740	2,508	534	693	209	1,436	102	1,095	218	1,415	86	693	493	1,272	6,631
2:45 - 3:45	559	1,195	735	2,489	522	738	213	1,473	92	1,126	221	1,439	86	678	477	1,241	6,642
2:00 - 3:00	524	1,218	678	2,420	511	750	228	1,489	92	1,166	211	1,469	78	673	496	1,247	6,625
<b>Peak Volumes:</b>	<b>545</b>	<b>1,174</b>	<b>736</b>	<b>2,455</b>	<b>523</b>	<b>679</b>	<b>215</b>	<b>1,417</b>	<b>121</b>	<b>1,271</b>	<b>271</b>	<b>1,663</b>	<b>87</b>	<b>675</b>	<b>441</b>	<b>1,203</b>	<b>6,738</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	271	1,271	121	736	1,174	545	441	675	87	215	679	523



# 1-3PM Peak-Hour Volume Count Worksheet

## AUTO-CENSUS

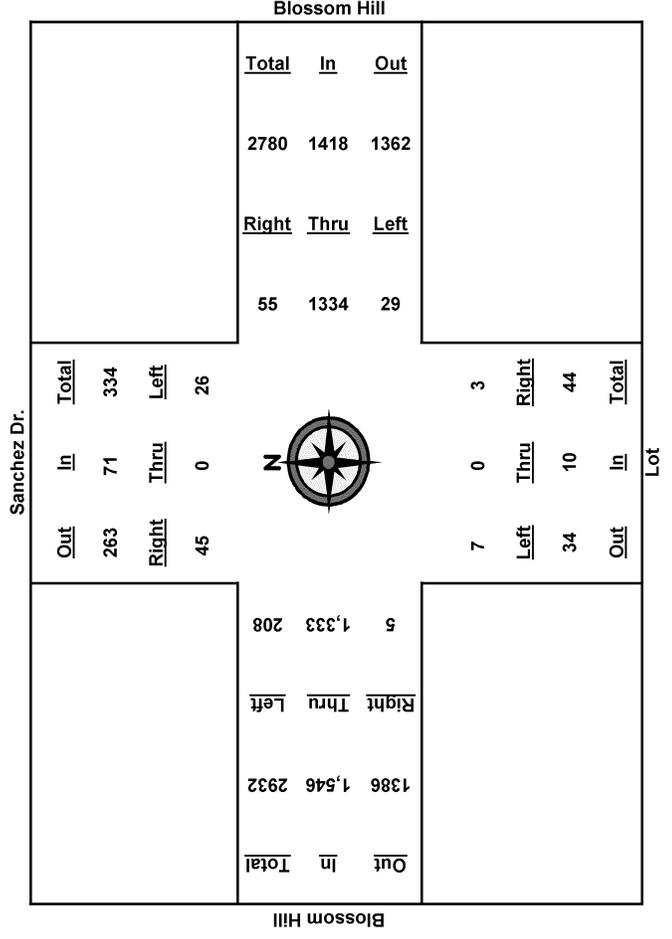
Traffic Monitoring and Analysis  
 870 Castlewold Dr. #1  
 Los Gatos, CA 95032  
 Phone 408-826-9673 Fax 408-877-1625

Date: 4/9/11  
 Counter: Kevin and An  
 Intersection Name: Blossom Hill and Sanchez  
 Weather: Clear San Jose

Start Time	Sanchez Dr.						Blossom Hill						Lot							
	North Approach			East Approach			South Approach			West Approach			South Approach			West Approach				
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	9	0	5	8	274	7	289	7	289	0	2	3	1	298	47	346	0	0	0	0
1:30	19	1	12	32	583	15	617	1	617	0	3	4	3	633	99	735	0	0	0	0
1:45	34	1	18	53	950	20	1,005	1	1,005	0	3	4	4	954	157	1,115	0	0	0	0
2:00	46	1	29	76	41	1,295	26	1,362	1	0	4	5	7	1,262	206	1,475	0	0	0	0
2:15	56	1	34	91	56	1,636	31	1,723	1	0	6	7	7	1,618	250	1,875	0	0	0	0
2:30	64	1	38	103	74	1,917	44	2,035	4	0	10	14	8	1,966	307	2,281	0	0	0	0
2:45	73	1	42	116	89	2,211	51	2,351	4	0	12	16	11	2,324	358	2,693	0	0	0	0
3:00	81	1	47	129	105	2,484	56	2,625	4	0	15	19	12	2,555	406	2,973	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
1:00 - 2:00	46	1	29	76	41	1,295	26	1,362	1	0	4	5	7	1,262	206	1,475	2,918
1:15 - 2:15	47	1	29	77	48	1,362	24	1,434	0	0	4	4	6	1,320	203	1,529	3,044
2:30 - 3:30	45	0	26	71	55	1,334	29	1,418	3	0	7	10	5	1,333	208	1,546	3,045
2:45 - 3:45	39	0	24	63	54	1,261	31	1,346	3	0	9	12	7	1,370	201	1,578	2,999
2:00 - 3:00	35	0	18	53	64	1,169	30	1,263	3	0	11	14	5	1,293	200	1,498	2,828
<b>Peak Volumes:</b>	<b>45</b>	<b>0</b>	<b>26</b>	<b>71</b>	<b>55</b>	<b>1,334</b>	<b>29</b>	<b>1,418</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>10</b>	<b>5</b>	<b>1,333</b>	<b>208</b>	<b>1,546</b>	<b>3,045</b>

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	7	0	3	26	0	45	208	1,333	5	29	1,334	55





City of San Jose  
Almaden Ranch Retail Center TIA

Scenario: Existing Conditions													
Movements													
North Approach			East Approach			South Approach			West Approach			Total	
RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT		
150	917	179	99	345	498	383	652	433	180	309	180	4325	
<b>Approved Project Trips</b>													
CSJ ATI	5	24	4	0	0	0	1	11	1	0	1	4	51
Vacant Expo Bldg Trips	0	20	0	0	0	20	20	20	20	0	0	0	120
Best Buy DW Exist Vol Reassign for Fut LT	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Total Approved Trips</i>	5	44	4	0	0	20	21	31	21	20	1	4	171
Background Conditions													
check	155	961	183	99	345	518	404	683	454	200	310	184	4496
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	0	76	0	0	0	76	70	70	70	76	0	0	438
Sanchez Extension 5% Exist Reassign	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Total Project Trips w/ Sanchez</i>	0	76	0	0	0	76	70	70	70	76	0	0	438
Bkgrd+Proj Conditions w/Sanchez													
check	155	1037	183	99	345	594	474	753	524	276	310	184	4934
Existing Plus Project Conditions													
check	150	993	179	99	345	574	453	722	503	256	309	180	4763
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	5	33	6	4	12	18	14	23	16	6	11	6	156
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Total Future Growth</i>	5	33	6	4	12	18	14	23	16	6	11	6	156
Cumulative Conditions													
check	160	1070	189	103	357	612	488	776	540	282	321	190	5090

Scenario: Existing Conditions													
Movements													
North Approach			East Approach			South Approach			West Approach			Total	
RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT		
102	1160	214	27	44	167	4	1463	546	526	46	163	4462	
<b>Approved Project Trips</b>													
CSJ ATI	0	5	0	0	0	0	0	9	0	0	0	0	14
Vacant Expo Bldg Trips	0	59	0	0	0	0	0	59	20	20	0	0	158
Best Buy DW Exist Vol Reassign for Fut LT	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Total Approved Trips</i>	0	64	0	0	0	0	0	68	20	20	0	0	172
Background Conditions													
check	102	1224	214	27	44	167	4	1531	566	546	46	163	4634
<b>Project Trips &amp; Reassignment</b>													
SAT Pass-By Trips	-5	-71	76	135	14	86	38	-143	-10	-22	25	-3	120
Retail Project Trips	0	0	229	211	70	282	84	0	0	0	76	0	952
Sanchez Extension 5% Exist Reassign	0	-37	37	26	0	0	0	-26	0	0	0	0	0
<i>Total Project Trips w/ Sanchez</i>	0	-37	266	237	70	282	84	-26	0	0	76	0	952
Bkgrd+Proj Conditions w/Sanchez													
check	97	1116	556	399	128	535	126	1362	556	524	147	160	5706
Existing Plus Project Conditions													
check	102	1123	480	264	114	449	88	1437	546	526	122	163	5414
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	4	42	8	1	2	6	0	53	20	19	2	6	161
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Total Future Growth</i>	4	42	8	1	2	6	0	53	20	19	2	6	161
Cumulative Conditions													
check	101	1158	564	400	130	541	126	1415	576	543	149	166	5867

City of San Jose  
Almaden Ranch Retail Center TIA

Intersection Number:	3												
Traffic Node Number:	5522												
Intersection Name:	Almaden Expwy & SR 85 (North)												
Peak Hour:	SAT												
Count Date:	04/02/11												
Scenario:	400,000 s.f. of Retail												
(S) Growth Factor:	0.003												
(S) Number of Months:	0.0												
	Future Growth % Per Year: 0.012												
	Number of Years to Buildout: 3												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	44	2043	0	300	37	906	0	1425	81	143	0	0	4979
<b>Approved Project Trips</b>													
CSJ ATI	0	26	0	1	0	3	0	12	0	0	0	0	42
Vacant Expo Bldg Trips + PassBy	104	-26	0	-3	39	-7	0	-29	117	151	0	110	456
Best Buy DW Exist Vol Reassign for Fut LT	0	0	0	0	0	0	0	-57	0	-57	0	57	-57
<i>Total Approved Trips</i>	104	0	0	-2	39	-4	0	-74	117	94	0	167	441
Background Conditions	148	2043	0	298	76	902	0	1351	198	237	0	167	5420
check	148	2043	0	298	76	902	0	1351	198	237	0	167	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	0	282	0	114	0	0	0	191	0	0	0	0	587
Sanchez Extension 5% Exist Reassign	0	-37	0	0	0	0	0	-26	0	0	0	0	-63
	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Total Project Trips w/ Sanchez</i>	0	245	0	114	0	0	0	165	0	0	0	0	524
Bkgrd+Proj Conditions w/Sanchez	148	2288	0	412	76	902	0	1516	198	237	0	167	5944
check	148	2288	0	412	76	902	0	1516	198	237	0	167	
Existing Plus Project Conditions	44	2288	0	414	37	906	0	1590	81	143	0	0	5503
check	44	2288	0	414	37	906	0	1590	81	143	0	0	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	2	74	0	11	1	33	0	51	3	5	0	0	179
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Total Future Growth</i>	2	74	0	11	1	33	0	51	3	5	0	0	179
Cumulative Conditions	150	2362	0	423	77	935	0	1567	201	242	0	167	6123
check	150	2362	0	423	77	935	0	1567	201	242	0	167	

Intersection Number:	4												
Traffic Node Number:	5523												
Intersection Name:	Almaden Expwy & SR 85 (South)												
Peak Hour:	SAT												
Count Date:	04/02/11												
Scenario:	400,000 s.f. of Retail												
(S) Growth Factor:	0.003												
(S) Number of Months:	0.0												
	Future Growth % Per Year: 0.012												
	Number of Years to Buildout: 3												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	464	2026	0	0	0	0	695	1498	27	646	229	652	6237
<b>Approved Project Trips</b>													
CSJ ATI	3	22	0	0	0	0	1	3	0	0	0	0	29
Vacant Expo Bldg Trips	0	59	0	0	0	0	0	59	0	0	0	29	147
Best Buy DW Exist Vol Reassign for Fut LT	0	-57	0	0	0	0	0	-57	0	0	0	0	-114
<i>Total Approved Trips</i>	3	24	0	0	0	0	1	5	0	0	0	29	62
Background Conditions	467	2050	0	0	0	0	696	1503	27	646	229	681	6299
check	467	2050	0	0	0	0	696	1503	27	646	229	681	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	0	70	0	0	0	0	0	76	0	0	0	114	260
Sanchez Extension 5% Exist Reassign	0	-37	0	0	0	0	0	-26	0	0	0	0	-63
	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Total Project Trips w/ Sanchez</i>	0	33	0	0	0	0	0	50	0	0	0	114	197
Bkgrd+Proj Conditions w/Sanchez	467	2083	0	0	0	0	696	1553	27	646	229	795	6496
check	467	2083	0	0	0	0	696	1553	27	646	229	795	
Existing Plus Project Conditions	464	2059	0	0	0	0	695	1548	27	646	229	766	6434
check	464	2059	0	0	0	0	695	1548	27	646	229	766	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	17	73	0	0	0	0	25	54	1	23	8	23	225
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Total Future Growth</i>	17	73	0	0	0	0	25	54	1	23	8	23	225
Cumulative Conditions	484	2156	0	0	0	0	721	1607	28	669	237	818	6721
check	484	2156	0	0	0	0	721	1607	28	669	237	818	

City of San Jose  
Almaden Ranch Retail Center TIA

Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Intersection Number: 5 Traffic Node Number: 3201 Intersection Name: SR 85 Off-Ramp & Almaden Plaza Wy Peak Hour: SAT Count Date: 04/02/11 Scenario: 400,000 s.f. of Retail (S) Growth Factor: 0.003 (S) Number of Months: 0.0 Date of Analysis: 04/28/11 Future Growth % Per Year: 0.012 Number of Years to Buildout: 3													
Existing Conditions	264	0	896	0	456	0	0	0	0	0	703	0	2319
<b>Approved Project Trips</b>													
CSJ ATI	0	0	1	0	0	0	0	0	0	0	0	0	1
Vacant Expo Bldg Trips	0	0	29	0	0	0	0	0	0	0	0	0	29
Best Buy DW Exist Vol Reassign for Fut LT	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Total Approved Trips</i>	0	0	30	0	0	0	0	0	0	0	0	0	30
Background Conditions	264	0	926	0	456	0	0	0	0	0	703	0	2349
check	264	0	926	0	456	0	0	0	0	0	703	0	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	0	0	114	0	0	0	0	0	0	0	0	0	114
Sanchez Extension 5% Exist Reassign	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Total Project Trips w/ Sanchez</i>	0	0	114	0	0	0	0	0	0	0	0	0	114
Bkgrd+Proj Conditions w/Sanchez	264	0	1040	0	456	0	0	0	0	0	703	0	2463
check	264	0	1040	0	456	0	0	0	0	0	703	0	
Existing Plus Project Conditions	264	0	1010	0	456	0	0	0	0	0	703	0	2433
check	264	0	1010	0	456	0	0	0	0	0	703	0	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	10	0	32	0	16	0	0	0	0	0	25	0	83
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Total Future Growth</i>	10	0	32	0	16	0	0	0	0	0	25	0	83
Cumulative Conditions	274	0	1072	0	472	0	0	0	0	0	728	0	2546
check	274	0	1072	0	472	0	0	0	0	0	728	0	

Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Intersection Number: 6 Traffic Node Number: 5513 Intersection Name: Almaden Expwy & Blossom Hill Rd Peak Hour: SAT Count Date: 04/02/11 Scenario: 400,000 s.f. of Retail (S) Growth Factor: 0.003 (S) Number of Months: 0.0 Date of Analysis: 04/28/11 Future Growth % Per Year: 0.012 Number of Years to Buildout: 3													
Existing Conditions	545	1174	736	523	679	215	121	1271	271	87	675	441	6738
<b>Approved Project Trips</b>													
CSJ ATI	5	16	7	0	0	0	0	6	0	0	0	5	39
Vacant Expo Bldg Trips	20	20	20	20	0	0	0	20	0	0	0	20	120
Best Buy DW Exist Vol Reassign for Fut LT	0	0	-57	0	0	0	0	0	0	0	0	0	-57
<i>Total Approved Trips</i>	25	36	-30	20	0	0	0	26	0	0	0	25	102
Background Conditions	570	1210	706	543	679	215	121	1297	271	87	675	466	6840
check	570	1210	706	543	679	215	121	1297	271	87	675	466	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	35	35	0	0	35	35	38	38	0	0	38	38	292
Sanchez Extension 5% Exist Reassign	0	0	-37	-26	0	0	0	0	0	0	0	0	-63
<i>Total Project Trips w/ Sanchez</i>	35	35	-37	-26	35	35	38	38	0	0	38	38	229
Bkgrd+Proj Conditions w/Sanchez	605	1245	669	517	714	250	159	1335	271	87	713	504	7069
check	605	1245	669	517	714	250	159	1335	271	87	713	504	
Existing Plus Project Conditions	580	1209	699	497	714	250	159	1309	271	87	713	479	6967
check	580	1209	699	497	714	250	159	1309	271	87	713	479	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	20	42	26	19	24	8	4	46	10	3	24	16	243
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Total Future Growth</i>	20	42	26	19	24	8	4	46	10	3	24	16	243
Cumulative Conditions	625	1287	695	536	738	258	163	1381	281	90	737	520	7312
check	625	1287	695	536	738	258	163	1381	281	90	737	520	

City of San Jose  
Almaden Ranch Retail Center TIA

Intersection Number:	7												
Traffic Node Number:	3332												
Intersection Name:	Sanchez Drive & Blossom Hill Rd												
Peak Hour:	SAT										Date of Analysis: 04/28/11		
Count Date:	04/09/11												
Scenario:	400,000 s.f. of Retail												
(Sj) Growth Factor:	0.003										Future Growth % Per Year:		0.012
(Sj) Number of Months:	0.0										Number of Years to Buildout:		3
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	45	0	26	55	1334	29	3	0	7	5	1333	208	3045
<b>Approved Project Trips</b>													
CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant Expo Bldg Trips	0	0	0	0	20	0	0	0	0	0	20	0	40
Best Buy DW Exist Vol Reassign for Fut LT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	20	0	0	0	0	0	20	0	40
Background Conditions	45	0	26	55	1354	29	3	0	7	5	1353	208	3085
check	45	0	26	55	1354	29	3	0	7	5	1353	208	
<b>Project Trips &amp; Reassignment</b>													
Retail Project Trips	70	0	70	76	0	0	0	0	0	0	0	76	292
Sanchez Extension 5% Exist Reassign	0	0	37	26	-26	0	0	0	0	0	-37	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips w/ Sanchez	70	0	107	102	-26	0	0	0	0	0	-37	76	292
Bkgrd+Proj Conditions w/Sanchez	115	0	133	157	1328	29	3	0	7	5	1316	284	3377
check	115	0	133	157	1328	29	3	0	7	5	1316	284	
Existing Plus Project Conditions	115	0	133	157	1308	29	3	0	7	5	1296	284	3337
check	115	0	133	157	1308	29	3	0	7	5	1296	284	
<b>Cumulative Trips</b>													
Calculated Growth (1.2% per yr x 3 yrs)	2	0	1	2	48	1	0	0	0	0	48	7	110
Future Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Component 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Future Growth	2	0	1	2	48	1	0	0	0	0	48	7	110
Cumulative Conditions	117	0	134	159	1376	30	3	0	7	5	1364	291	3487
check	117	0	134	159	1376	30	3	0	7	5	1364	291	

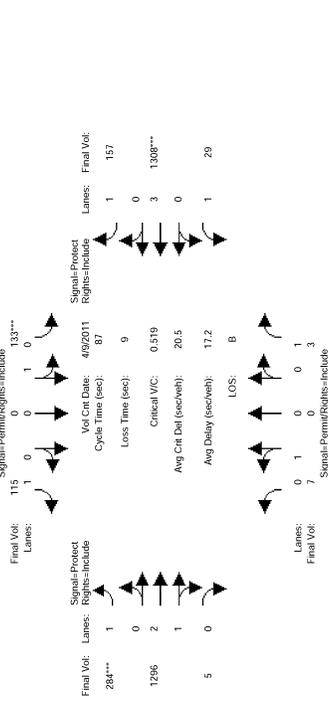






Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA Due to Sanchez Extension  
 With 5% Reassessment of Future Volume  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing - Prop SAT  
 Background SAT

Intersection #3332: Sanchez Dr & Blossom Hill Rd



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - - T - - R L - - T - - R L - - T - - R L - - T - - R

Min. Green: 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 9 Apr 2011 <<  
 Base Vol: 7 0 3 26 0 45 208 1333 5 29 1334 55  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 7 0 3 26 0 45 208 1333 5 29 1334 55  
 Added Vol: 0 0 0 70 0 70 76 0 0 0 0 0 0 0 0 0 0  
 ExistReass: 0 0 0 37 0 0 -37 0 0 -26 26  
 Initial Fut: 7 0 3 133 0 115 284 1296 5 29 1308 157  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 7 0 3 133 0 115 284 1296 5 29 1308 157  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 7 0 3 133 0 115 284 1296 5 29 1308 157  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 7 0 3 133 0 115 284 1296 5 29 1308 157

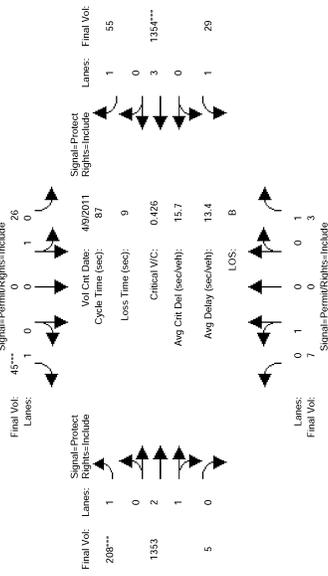
Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 0.92 0.95 0.95 0.92 0.92 0.98 0.95 0.92 1.00 0.92 1.00 0.92 1.00 0.92  
 Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 1.00 2.99 0.01 1.00 3.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Sat.: 1800 0 1750 1800 0 1750 1750 5578 22 1750 5700 1750

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.07 0.16 0.23 0.23 0.02 0.23 0.09  
 Crit Moves: \*\*\*\*\*  
 Green Time: 12.4 0.0 12.4 0.0 12.4 0.0 27.2 48.7 48.7 16.9 38.4 38.4  
 Volume/Cap: 0.03 0.00 0.01 0.52 0.00 0.46 0.52 0.41 0.41 0.09 0.52 0.20  
 Delay/Veh: 32.2 0.0 32.1 36.4 0.0 35.6 25.4 11.0 11.0 28.8 17.8 15.0  
 User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Adj Del/Veh: 32.2 0.0 32.1 36.4 0.0 35.6 25.4 11.0 11.0 28.8 17.8 15.0  
 LOS by Move: C A C A D A D C B C B C B  
 HCM2k95thQ: 0 0 0 8 0 7 13 12 12 1 16 6

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA Due to Sanchez Extension  
 With 5% Reassessment of Future Volume  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background SAT

Intersection #3332: Sanchez Dr & Blossom Hill Rd



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - - T - - R L - - T - - R L - - T - - R L - - T - - R

Min. Green: 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 9 Apr 2011 <<  
 Base Vol: 7 0 3 26 0 45 208 1333 5 29 1334 55  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 7 0 3 26 0 45 208 1333 5 29 1334 55  
 Added Vol: 0 0 0 70 0 70 76 0 0 0 0 0 0 0 0 0 0  
 ExistReass: 0 0 0 37 0 0 -37 0 0 -26 26  
 Initial Fut: 7 0 3 26 0 45 208 1353 5 29 1354 55  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 7 0 3 26 0 45 208 1353 5 29 1354 55  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 7 0 3 26 0 45 208 1353 5 29 1354 55  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 7 0 3 26 0 45 208 1353 5 29 1354 55

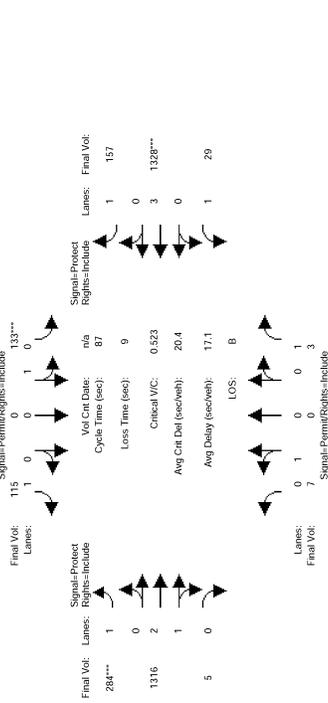
Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.95 0.92 0.95 0.95 0.92 0.92 0.98 0.95 0.92 1.00 0.92 1.00 0.92 1.00 0.92  
 Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 1.00 2.99 0.01 1.00 3.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Sat.: 1800 0 1750 1800 0 1750 1750 5579 21 1750 5700 1750

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.03 0.12 0.24 0.24 0.02 0.24 0.03  
 Crit Moves: \*\*\*\*\*  
 Green Time: 10.0 0.0 10.0 0.0 10.0 0.0 22.7 51.1 51.1 16.9 45.3 45.3  
 Volume/Cap: 0.03 0.00 0.01 0.13 0.00 0.22 0.46 0.41 0.41 0.09 0.46 0.06  
 Delay/Veh: 34.3 0.0 34.2 34.8 0.0 35.5 27.7 9.9 9.9 28.8 13.2 10.3  
 User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Adj Del/Veh: 34.3 0.0 34.2 34.8 0.0 35.5 27.7 9.9 9.9 28.8 13.2 10.3  
 LOS by Move: C A C A D A D C B C B C B  
 HCM2k95thQ: 0 0 0 2 0 3 9 12 12 1 15 2

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (40KSF)  
 San Jose, CA Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Project-Sanchez SAT

Intersection #3332: Sanchez Dr & Blossom Hill Rd



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - T - R L - T - T - R L - T - T - R L - T - T - R

Min. Green: 10 10 10 10 10 10 10 10 7 10 10 7 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module:  
 Base Vol: 7 0 3 26 0 45 208 1353 5 29 1354 55  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 7 0 3 26 0 45 208 1353 5 29 1354 55  
 Added Vol: 0 0 0 70 0 70 76 0 0 0 0 76 0 0  
 SanchezReas: 0 0 0 37 0 0 -37 0 0 -26 26  
 Initial Fut: 7 0 3 133 0 115 284 1316 5 29 1328 157  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 7 0 3 133 0 115 284 1316 5 29 1328 157  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 7 0 3 133 0 115 284 1316 5 29 1328 157  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 7 0 3 133 0 115 284 1316 5 29 1328 157

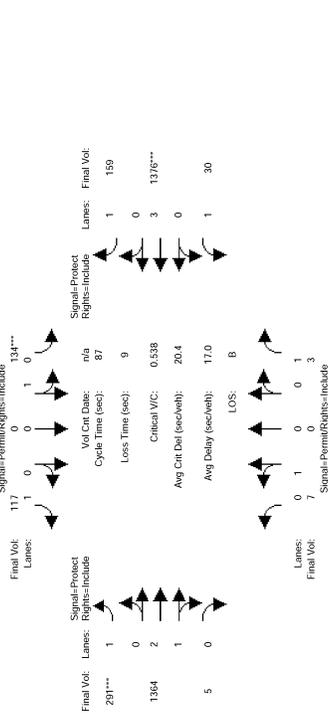
Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/adjustment: 0.95 0.95 0.92 0.95 0.95 0.92 0.92 0.98 0.95 0.92 1.00 0.92 1.00 0.92  
 Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 1.00 2.99 0.01 1.00 3.00 1.00 1.00 1.00  
 Final Sat.: 1800 0 1750 1800 0 1750 1750 5579 21 1750 5700 1750

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.07 0.16 0.24 0.24 0.02 0.23 0.09  
 Crit Moves: \*\*\*\*\*  
 Green Time: 12.3 0.0 12.3 0.0 12.3 0.0 27.0 49.0 49.0 16.7 38.7 38.7  
 Volumes/Cap: 0.03 0.00 0.01 0.52 0.00 0.47 0.52 0.42 0.42 0.09 0.52 0.20  
 Delay/Veh: 32.3 0.0 32.2 36.6 0.0 35.7 25.6 11.0 11.0 29.0 17.7 14.8  
 User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Adj Del/Veh: 32.3 0.0 32.2 36.6 0.0 35.7 25.6 11.0 11.0 29.0 17.7 14.8  
 LOS by Move: C A C A C D A D C B C B C B  
 HCM2k95thQ: 0 0 0 8 0 7 12 12 12 1 16 6

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (40KSF)  
 San Jose, CA Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative SAT

Intersection #3332: Sanchez Dr & Blossom Hill Rd



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - T - R L - T - T - R L - T - T - R L - T - T - R

Min. Green: 10 10 10 10 10 10 10 10 7 10 10 7 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module:  
 Base Vol: 7 0 3 134 0 117 291 1364 5 30 1376 159  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 7 0 3 134 0 117 291 1364 5 30 1376 159  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 7 0 3 134 0 117 291 1364 5 30 1376 159  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 7 0 3 134 0 117 291 1364 5 30 1376 159  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 7 0 3 134 0 117 291 1364 5 30 1376 159  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 7 0 3 134 0 117 291 1364 5 30 1376 159

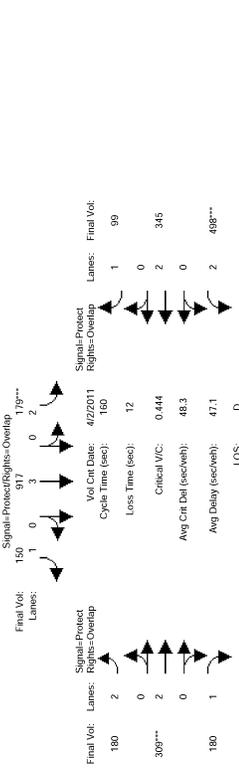
Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/adjustment: 0.95 0.95 0.92 0.95 0.95 0.92 0.92 0.98 0.95 0.92 1.00 0.92 1.00 0.92  
 Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 1.00 2.99 0.01 1.00 3.00 1.00 1.00 1.00  
 Final Sat.: 1800 0 1750 1800 0 1750 1750 5580 20 1750 5700 1750

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.07 0.17 0.24 0.24 0.02 0.24 0.09  
 Crit Moves: \*\*\*\*\*  
 Green Time: 12.0 0.0 12.0 0.0 12.0 0.0 26.9 49.6 49.6 16.3 39.1 39.1  
 Volumes/Cap: 0.03 0.00 0.01 0.54 0.00 0.48 0.54 0.43 0.43 0.09 0.54 0.20  
 Delay/Veh: 32.5 0.0 32.4 37.2 0.0 36.1 26.0 10.7 10.7 29.3 17.6 14.7  
 User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Adj Del/Veh: 32.5 0.0 32.4 37.2 0.0 36.1 26.0 10.7 10.7 29.3 17.6 14.7  
 LOS by Move: C A C A C D A D C B C B C B  
 HCM2k95thQ: 0 0 0 8 0 7 13 13 13 2 17 6

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Prop SAT

Intersection #5512: Almaden Exp & Branham Ln \*



Final Vol: 180 2  
 Lanes: Rights-Overlap  
 Signal-Protect Rights-Overlap  
 Vol Cnt Date: 4/2/2011  
 Cycle Time (sec): 160  
 Loss Time (sec): 12  
 Critical VIC: 0.444  
 Avg Cnt Del (sec/veh): 48.3  
 Avg Delay (sec/veh): 47.1  
 LOS: D

Lanes: 2 0 3 0 1  
 Final Vol: 433 652 383  
 Signal-Protect/Rights-Overlap

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 60 10 14 48 10 14 10 14 10 14 10 14 10 14 10 14 10 14 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 2 Apr 2011 <<

Base Vol:	433	652	383	179	917	150	180	309	180	498	345	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	433	652	383	179	917	150	180	309	180	498	345	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	433	652	383	179	917	150	180	309	180	498	345	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	433	652	383	179	917	150	180	309	180	498	345	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	652	383	179	917	150	180	309	180	498	345	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
M/LF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	433	652	383	179	917	150	180	309	180	498	345	99

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/adjustment: 0.83 1.00 0.92 0.83 1.00 0.92 0.79 1.00 0.63 0.83 1.00 0.92  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00  
 Final Sat.: 3150 5700 1750 3150 5700 1750 3000 3800 1200 3150 3800 1750

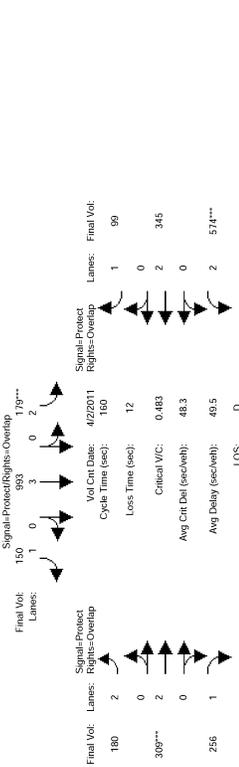
Capacity Analysis Module:  
 Vol/Sat: 0.14 0.11 0.22 0.06 0.16 0.09 0.06 0.08 0.15 0.16 0.09 0.06  
 Crit Moves: \*\*\*\*

Green Time: 24.2 60.0 107.0 16.9 52.7 87.6 34.9 24.2 48.3 47.0 36.2 53.1  
 Volume/Cap: 0.91 0.31 0.33 0.54 0.49 0.16 0.28 0.54 0.50 0.54 0.40 0.17  
 Delay/Veh: 88.3 35.4 11.4 69.6 43.1 18.0 52.3 63.8 46.9 48.1 53.0 38.0  
 User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Adj Del/Veh: 88.3 35.4 11.4 69.6 43.1 18.0 52.3 63.8 46.9 48.1 53.0 38.0  
 LOS by Move: F D B E D B D E D D D D  
 HCM2k95thQ: 25 14 16 11 21 7 10 15 17 25 15 9

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Prop SAT

Intersection #5512: Almaden Exp & Branham Ln \*



Final Vol: 180 2  
 Lanes: Rights-Overlap  
 Signal-Protect Rights-Overlap  
 Vol Cnt Date: 4/2/2011  
 Cycle Time (sec): 160  
 Loss Time (sec): 12  
 Critical VIC: 0.483  
 Avg Cnt Del (sec/veh): 48.3  
 Avg Delay (sec/veh): 49.5  
 LOS: D

Lanes: 2 0 3 0 1  
 Final Vol: 503 722 453  
 Signal-Protect/Rights-Overlap

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 60 10 14 48 10 14 10 14 10 14 10 14 10 14 10 14 10 14 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 2 Apr 2011 <<

Base Vol:	433	652	383	179	917	150	180	309	180	498	345	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	433	652	383	179	917	150	180	309	180	498	345	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	433	652	383	179	917	150	180	309	180	498	345	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	433	652	383	179	917	150	180	309	180	498	345	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	652	383	179	917	150	180	309	180	498	345	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
M/LF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	503	722	453	179	917	150	180	309	180	498	345	99

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/adjustment: 0.83 1.00 0.92 0.83 1.00 0.92 0.79 1.00 0.63 0.83 1.00 0.92  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00  
 Final Sat.: 3150 5700 1750 3150 5700 1750 3000 3800 1200 3150 3800 1750

Capacity Analysis Module:  
 Vol/Sat: 0.16 0.13 0.26 0.06 0.17 0.09 0.06 0.08 0.21 0.18 0.09 0.06  
 Crit Moves: \*\*\*\*

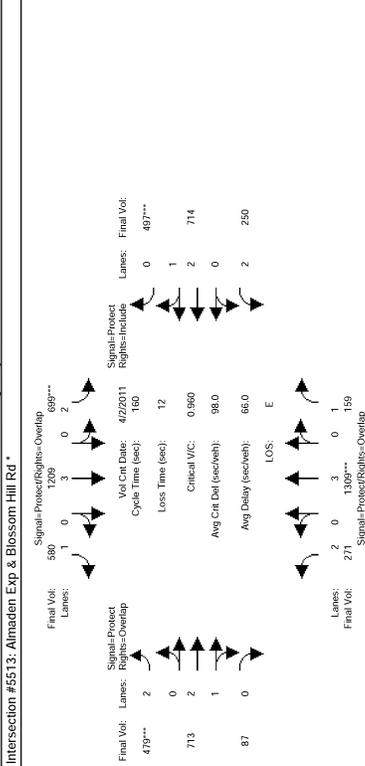
Green Time: 26.3 60.0 110.1 15.6 49.3 84.9 35.5 22.3 48.6 50.1 36.9 52.5  
 Volume/Cap: 0.97 0.34 0.38 0.58 0.56 0.16 0.27 0.58 0.70 0.58 0.39 0.17  
 Delay/Veh: 99.0 35.9 10.7 71.9 46.8 19.4 51.7 66.1 55.4 47.1 52.4 38.4  
 User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Adj Del/Veh: 99.0 35.9 10.7 71.9 46.8 19.4 51.7 66.1 55.4 47.1 52.4 38.4  
 LOS by Move: F D B E D B D E D D D D  
 HCM2k95thQ: 29 15 18 11 24 8 10 15 25 28 15 9

Note: Queue reported is the number of cars per lane.





COMPARE  
 Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA Due to Sanchez Extension  
 With 5% Reassessment of Future Volume Alternative  
 Level of Service Comparison Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing - Prop SAT  
 Background SAT



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - - T - - R L - - T - - R L - - T - - R L - - T - - R

Min. Green: 14 52 10 14 61 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 2 Apr 2011 <<

Base Vol: 271 1271 121 736 1174 545 441 675 87 215 679 523  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 271 1271 121 736 1174 545 441 675 87 215 679 523  
 Added Vol: 0 38 0 35 35 38 0 35 35 0 0 0 0 0 0  
 ExistReass: 0 0 0 -37 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 271 1309 159 699 1209 580 479 713 87 250 714 497  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 271 1309 159 699 1209 580 479 713 87 250 714 497  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 271 1309 159 699 1209 580 479 713 87 250 714 497  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 271 1309 159 699 1209 580 479 713 87 250 714 497

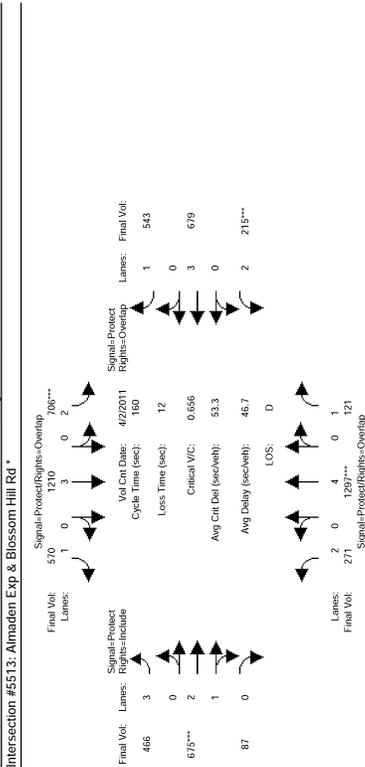
Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/adjustment: 0.83 1.00 0.92 0.83 1.00 0.92 0.83 0.99 0.65 0.83 1.00 0.92  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.53 0.47 2.00 2.00 1.00  
 Final Sat.: 3150 5700 1750 3150 5700 1750 3150 4745 579 3150 3800 1750

Capacity Analysis Module:  
 Vol/Sat: 0.09 0.23 0.09 0.22 0.21 0.33 0.15 0.15 0.15 0.15 0.08 0.19 0.28  
 Crit Moves: \*\*\*\*\*

Green Time: 15.8 52.0 75.4 32.4 68.6 90.8 22.2 40.2 56.0 23.4 41.4 41.4  
 Volume/Cap: 0.87 0.71 0.19 1.10 0.49 0.58 1.10 0.60 0.43 0.54 0.73 1.10  
 Delay/Veh: 94.0 48.6 24.7 128.7 33.3 23.3 140.7 53.5 40.0 64.6 55.7 116.8  
 User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Adj Del/Veh: 94.0 48.6 24.7 128.7 33.3 23.3 140.7 53.5 40.0 64.6 55.7 116.8  
 LOS by Move: F D C C F C C F D E E F  
 HCM2k95thQ: 19 33 9 42 24 32 35 24 16 13 29 54

Note: Queue reported is the number of cars per lane.

COMPARE  
 Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA Due to Sanchez Extension  
 With 5% Reassessment of Future Volume Alternative  
 Level of Service Comparison Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background SAT



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - - T - - R L - - T - - R L - - T - - R L - - T - - R

Min. Green: 14 52 10 14 61 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 2 Apr 2011 <<

Base Vol: 271 1271 121 736 1174 545 441 675 87 215 679 523  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 271 1271 121 736 1174 545 441 675 87 215 679 523  
 Added Vol: 0 20 20 20 20 20 0 20 20 0 0 0 0 0 0  
 AT+LTDW: 0 6 0 -50 16 5 0 0 0 0 0 0 0 0 0  
 Initial Fut: 271 1297 121 706 1210 570 466 675 87 215 679 543  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 271 1297 121 706 1210 570 466 675 87 215 679 543  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 271 1297 121 706 1210 570 466 675 87 215 679 543  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 271 1297 121 706 1210 570 466 675 87 215 679 543

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/adjustment: 0.83 1.00 0.92 0.83 1.00 0.92 0.80 0.99 0.65 0.83 1.00 0.92  
 Lanes: 2.00 4.00 1.00 2.00 3.00 1.00 3.00 2.51 0.49 2.00 3.00 1.00  
 Final Sat.: 3150 7600 1750 3150 5700 1750 4551 4705 606 3150 5700 1750

Capacity Analysis Module:  
 Vol/Sat: 0.09 0.17 0.07 0.22 0.21 0.33 0.10 0.14 0.14 0.07 0.12 0.31  
 Crit Moves: \*\*\*\*\*

Green Time: 18.9 52.0 67.0 49.4 82.4 104.0 21.6 31.6 31.6 15.0 25.1 74.4  
 Volume/Cap: 0.73 0.53 0.17 0.73 0.41 0.50 0.76 0.73 0.73 0.73 0.76 0.67  
 Delay/Veh: 75.1 44.2 29.1 52.1 24.0 14.9 72.2 62.7 62.7 79.2 68.4 35.3  
 User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Adj Del/Veh: 75.1 44.2 29.1 52.1 24.0 14.9 72.2 62.7 62.7 79.2 68.4 35.3  
 LOS by Move: E D C B E E E E E E  
 HCM2k95thQ: 17 23 8 31 21 26 20 25 19 12 20 43

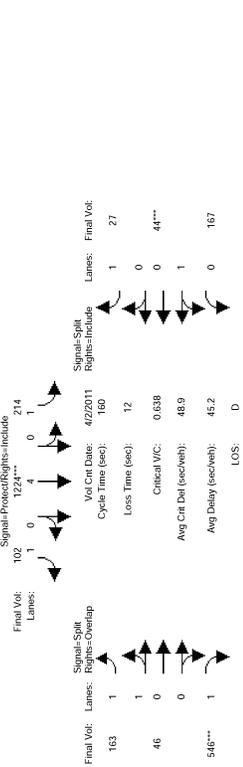
Note: Queue reported is the number of cars per lane.





Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background SAT

Intersection #5521: Almaden Exp & Cherry Av



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - - T - - R L - - T - - R L - - T - - R L - - T - - R

Min. Green: 14 62 10 14 61 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 2 Apr 2011 <<  
 Base Vol: 546 1463 4 214 1160 102 163 46 526 167 44 27  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 546 1463 4 214 1160 102 163 46 526 167 44 27  
 Added Vol: 20 59 0 0 59 0 0 0 0 20 0 0 0 0 0  
 AT1-LTDW: 0 9 0 0 5 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 566 1531 4 214 1224 102 163 46 546 167 44 27  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 566 1531 4 214 1224 102 163 46 546 167 44 27  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 566 1531 4 214 1224 102 163 46 546 167 44 27  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 566 1531 4 214 1224 102 163 46 546 167 44 27

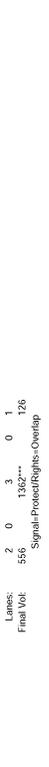
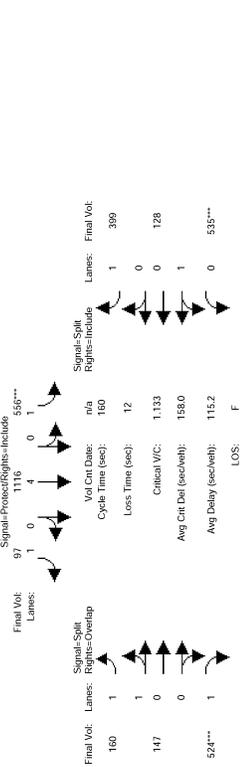
Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/adjustment: 0.83 1.00 0.92 0.92 1.00 0.92 0.93 0.95 0.92 0.95 0.95 0.92 0.92 0.92 0.92  
 Lanes: 2.00 3.00 1.00 1.00 4.00 1.00 1.57 0.43 1.00 0.79 0.21 1.00  
 Final Sat: 3150 5700 1750 1750 7600 1750 2769 781 1750 1425 375 1750

Capacity Analysis Module:  
 Vol/Sat: 0.18 0.27 0.00 0.12 0.16 0.06 0.06 0.06 0.31 0.12 0.12 0.12 0.02  
 Crit Moves: \*\*\*\*  
 Green Time: 36.4 74.1 97.8 23.4 61.0 61.0 26.8 26.8 63.2 23.8 23.8 23.8  
 Volume/Cap: 0.79 0.58 0.00 0.84 0.42 0.15 0.35 0.35 0.79 0.79 0.79 0.10  
 Delay/Veh: 64.1 31.9 12.1 87.3 36.6 32.6 59.3 59.3 48.6 80.3 80.3 59.1  
 User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Adj Del/Veh: 64.1 31.9 12.1 87.3 36.6 32.6 59.3 59.3 48.6 80.3 80.3 59.1  
 LOS by Move: E C B F D C E D F F E  
 HCM2k95thQ: 30 31 0 21 19 7 10 10 47 23 23 3

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA Due to Sanchez Extension  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Project-Sanchez SAT

Intersection #5521: Almaden Exp & Cherry Av



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - - T - - R L - - T - - R L - - T - - R L - - T - - R

Min. Green: 14 62 10 14 61 10 14 10 10 14 10 10 14 10 10  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module:  
 Base Vol: 566 1531 4 214 1224 102 163 46 546 167 44 27  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 566 1531 4 214 1224 102 163 46 546 167 44 27  
 Added Vol: 0 0 84 229 0 0 0 0 76 0 282 70 211  
 SanchezReas: -10 -169 38 113 -108 -5 -3 25 -22 86 14 161  
 Initial Fut: 556 1362 126 556 1116 97 160 147 524 535 128 399  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 556 1362 126 556 1116 97 160 147 524 535 128 399  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 556 1362 126 556 1116 97 160 147 524 535 128 399  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 556 1362 126 556 1116 97 160 147 524 535 128 399

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/adjustment: 0.83 1.00 0.92 0.92 1.00 0.92 0.93 0.95 0.92 0.95 0.95 0.92 0.92 0.92 0.92  
 Lanes: 2.00 3.00 1.00 1.00 4.00 1.00 1.06 0.94 1.00 0.81 0.19 1.00  
 Final Sat: 3150 5700 1750 1750 7600 1750 1850 1700 1750 1452 348 1750

Capacity Analysis Module:  
 Vol/Sat: 0.18 0.24 0.07 0.32 0.15 0.06 0.09 0.09 0.30 0.37 0.37 0.23  
 Crit Moves: \*\*\*\*  
 Green Time: 30.3 62.0 101.2 33.8 65.5 65.5 13.1 13.1 43.4 39.2 39.2 39.2  
 Volume/Cap: 0.93 0.62 0.11 1.51 0.36 0.14 1.06 1.06 1.10 1.51 1.51 0.93  
 Delay/Veh: 85.4 40.0 11.7 304.1 32.8 29.7 142.8 143 131.2 299.3 299 86.2  
 User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Adj Del/Veh: 85.4 40.0 11.7 304.1 32.8 29.7 142.8 143 131.2 299.3 299 86.2  
 LOS by Move: F C B F C F C F F F F F F F  
 HCM2k95thQ: 34 31 5 82 17 6 22 22 59 96 96 41

Note: Queue reported is the number of cars per lane.



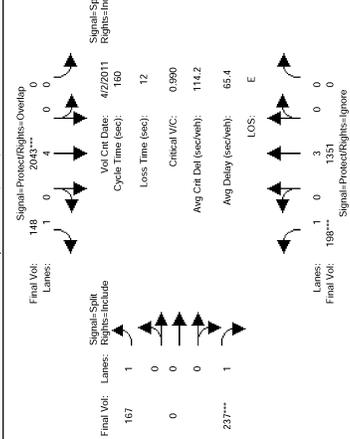
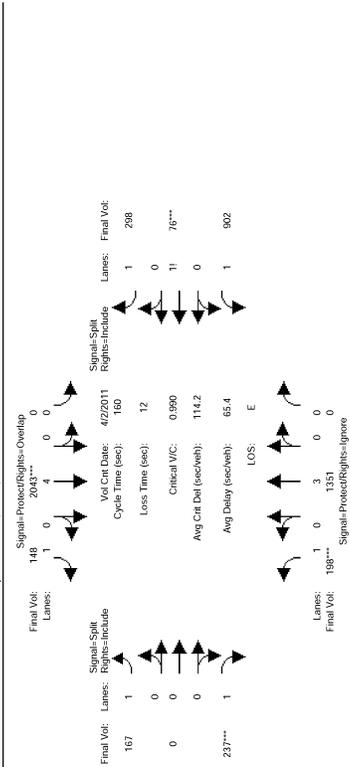


Fri Apr 28 17:16:29 2011  
 Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA Due to Sanchez Extension  
 With 5% Reassessment of Future Volume  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background SAT

Fri Apr 29 17:16:29 2011  
 Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA Due to Sanchez Extension  
 With 5% Reassessment of Future Volume  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Project-Sanctuz SAT

Intersection #5522: Almaden Exp & SR 85 (North) \*

Intersection #5522: Almaden Exp & SR 85 (North) \*



Approach: North Bound South Bound East Bound West Bound

Movement: L - - T - - R L - - T - - R L - - T - - R L - - T - - R

Min. Green: 14 70 10 14 68 10 14 10 10 14 10 10 14 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 2 Apr 2011 <<

Base Vol: 81 1425 0 0 2043 44 0 0 143 906 37 300

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Base: 81 1425 0 0 2043 44 0 0 143 906 37 300

Added Vol: 88 0 0 0 0 78 78 0 118 0 29 0

ATI-LTDW+PB: 29 -74 0 0 26 89 0 -24 -4 10 -2 0

Initial Fut: 198 1351 0 0 2043 148 167 0 237 902 76 298

User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 198 1351 0 0 2043 148 167 0 237 902 76 298

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 198 1351 0 0 2043 148 167 0 237 902 76 298

PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MUF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 198 1351 0 0 2043 148 167 0 237 902 76 298

Approach: North Bound South Bound East Bound West Bound

Movement: L - - T - - R L - - T - - R L - - T - - R L - - T - - R

Min. Green: 14 70 10 14 68 10 14 10 10 14 10 10 14 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 2 Apr 2011 <<

Base Vol: 198 1351 0 0 2043 148 167 0 237 902 76 298

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Base: 198 1351 0 0 2043 148 167 0 237 902 76 298

Added Vol: 0 191 0 0 2842 0 0 0 0 0 0 0 0 0 0 0

SanchezReas: 0 -26 0 0 -37 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 198 1516 0 0 2288 148 167 0 237 902 76 412

User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 198 1516 0 0 2288 148 167 0 237 902 76 412

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 198 1516 0 0 2288 148 167 0 237 902 76 412

PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MUF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 198 1516 0 0 2288 148 167 0 237 902 76 412

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adj/adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.85 0.95 1.02

Lanes: 1.00 3.00 0.00 0.00 4.00 1.00 1.00 0.00 1.00 1.70 0.11 1.19

Final Sat.: 1750 5700 0 0 7600 1750 0 1750 2748 191 2312

Capacity Analysis Module:

Vol/Sat: 0.11 0.24 0.00 0.00 0.27 0.08 0.10 0.00 0.14 0.33 0.40 0.13

Crit Moves: \*\*\*\*

Green Time: 14.0 82.0 0.0 0.0 68.0 84.7 16.7 0.0 16.7 49.3 49.3 49.3

Volume/Cap: 1.29 0.46 0.00 0.00 0.63 0.16 0.91 0.00 1.29 1.07 1.29 0.42

Delay/Veh: 244.7 25.0 0.0 0.0 36.6 19.4 113.1 0.0 238.1 101.0 195 44.1

User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Adj Del/Veh: 244.7 25.0 0.0 0.0 36.6 19.4 113.1 0.0 238.1 101.0 195 44.1

LOS by Move: F C A A B B F A F F F D

HCM2k95thQ: 32 24 0 0 33 8 21 0 37 57 90 19

Note: Queue reported is the number of cars per lane.

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adj/adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.85 0.95 1.02

Lanes: 1.00 3.00 0.00 0.00 4.00 1.00 1.00 0.00 1.00 1.70 0.11 1.19

Final Sat.: 1750 5700 0 0 7600 1750 0 1750 2670 178 2420

Capacity Analysis Module:

Vol/Sat: 0.11 0.27 0.00 0.00 0.30 0.08 0.10 0.00 0.14 0.34 0.43 0.17

Crit Moves: \*\*\*\*

Green Time: 14.0 82.0 0.0 0.0 68.0 83.9 15.9 0.0 15.9 50.1 50.1 50.1

Volume/Cap: 1.29 0.52 0.00 0.00 0.71 0.16 0.96 0.00 1.36 1.08 1.36 0.54

Delay/Veh: 244.7 26.1 0.0 0.0 38.6 19.9 128.6 0.0 268.7 103.9 226 45.7

User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Adj Del/Veh: 244.7 26.1 0.0 0.0 38.6 19.9 128.6 0.0 268.7 103.9 226 45.7

LOS by Move: F C A A B B F A F F F D

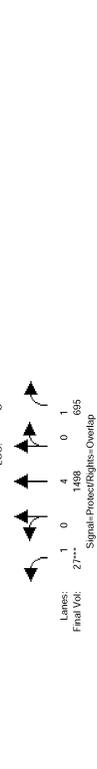
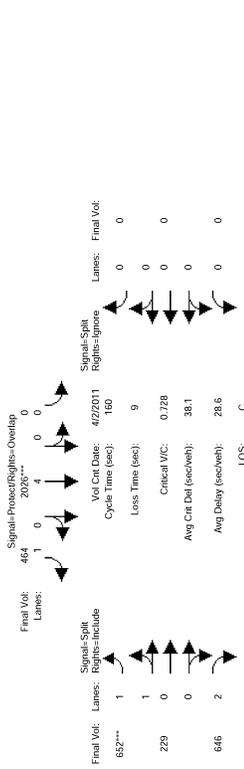
HCM2k95thQ: 32 28 0 0 39 8 22 0 38 59 101 25

Note: Queue reported is the number of cars per lane.



Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA Due to Sanchez Extension  
 With 5% Reassessment of Future Volume Alternative  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Prop SAT

Intersection #5523: Almaden Exp & SR 85 (South) \*



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - - T - - R L - - T - - R L - - T - - R L - - T - - R

Min. Green: 14 73 10 0 69 10 14 10 10 0 0 0  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 2 Apr 2011 <<  
 Base Vol: 27 1498 695 0 2026 464 652 229 646 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 27 1498 695 0 2026 464 652 229 646 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 27 1498 695 0 2026 464 652 229 646 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 27 1498 695 0 2026 464 652 229 646 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 M/LF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 27 1498 695 0 2026 464 652 229 646 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/adjustment: 0.92 1.00 0.92 0.92 0.63 0.92 0.93 0.95 0.83 0.92 1.00 0.92  
 Lanes: 1.00 4.00 1.00 0.00 4.00 1.00 1.49 0.51 2.00 0.00 0.00 0.00  
 Final Sat.: 1750 7600 1750 0 4788 1750 2627 923 3150 0 0 0

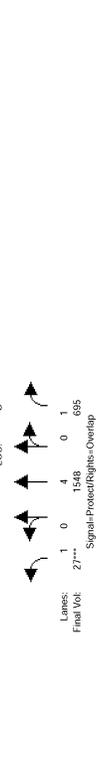
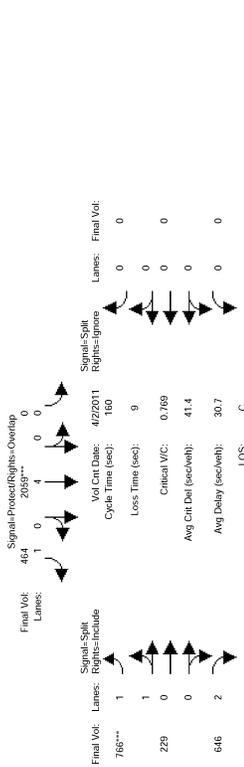
Capacity Analysis Module:  
 Vol/Sat: 0.02 0.20 0.40 0.00 0.42 0.27 0.25 0.25 0.21 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Green Time: 14.0 100.4 0.0 86.4 137.0 50.6 50.6 50.6 0.0 0.0 0.0 0.0  
 Volume/Cap: 0.18 0.31 0.63 0.00 0.78 0.31 0.78 0.78 0.65 0.00 0.00 0.00  
 Delay/Veh: 68.2 13.9 19.7 0.0 31.0 2.4 53.4 53.4 48.5 0.0 0.0 0.0  
 User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Adj Del/Veh: 68.2 13.9 19.7 0.0 31.0 2.4 53.4 53.4 48.5 0.0 0.0 0.0  
 LOS by Move: E B B A C A D D A A A A  
 HCM2k95thQ: 3 15 37 0 35 9 37 37 31 0 0 0

Note: Queue reported is the number of cars per lane.

Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA Due to Sanchez Extension  
 With 5% Reassessment of Future Volume Alternative  
 Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Prop SAT

Intersection #5523: Almaden Exp & SR 85 (South) \*



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - - T - - R L - - T - - R L - - T - - R L - - T - - R

Min. Green: 14 73 10 0 69 10 14 10 10 0 0 0  
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 2 Apr 2011 <<  
 Base Vol: 27 1498 695 0 2026 464 652 229 646 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 27 1498 695 0 2026 464 652 229 646 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 ExistReass: 0 -26 0 0 -37 0 0 0 0 0 0 0  
 Initial Fut: 27 1548 695 0 2059 464 766 229 646 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 27 1548 695 0 2059 464 766 229 646 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 M/LF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 27 1548 695 0 2059 464 766 229 646 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/adjustment: 0.92 1.00 0.92 0.92 0.63 0.92 0.93 0.95 0.83 0.92 1.00 0.92  
 Lanes: 1.00 4.00 1.00 0.00 4.00 1.00 1.59 0.45 2.00 0.00 0.00 0.00  
 Final Sat.: 1750 7600 1750 0 4788 1750 2733 817 3150 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.20 0.40 0.00 0.43 0.27 0.28 0.28 0.21 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

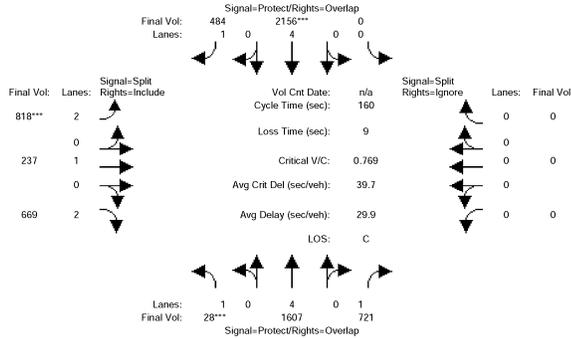
Green Time: 14.0 96.9 96.9 0.0 82.9 137.0 54.1 54.1 54.1 0.0 0.0 0.0  
 Volume/Cap: 0.18 0.34 0.66 0.00 0.83 0.31 0.83 0.83 0.61 0.00 0.00 0.00  
 Delay/Veh: 68.2 15.6 22.1 0.0 35.0 2.4 53.7 53.7 45.1 0.0 0.0 0.0  
 User Del/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Adj Del/Veh: 68.2 15.6 22.1 0.0 35.0 2.4 53.7 53.7 45.1 0.0 0.0 0.0  
 LOS by Move: E B C A D A D A D A A A  
 HCM2k95thQ: 3 17 39 0 39 9 42 42 30 0 0 0

Note: Queue reported is the number of cars per lane.



Almaden Ranch Retail Center TIA (400KSF)  
 San Jose, CA  
 With 5% Reassignment of Existing Traffic Due to Sanchez Extension  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative SAT

Intersection #5523: Almaden Exp & SR 85 (South) \*



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	73	10	14	69	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
<b>Volume Module:</b>												
Base Vol:	28	1607	721	0	2156	484	818	237	669	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1607	721	0	2156	484	818	237	669	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1607	721	0	2156	484	818	237	669	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	28	1607	721	0	2156	484	818	237	669	0	0	0
Reduct. Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1607	721	0	2156	484	818	237	669	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	28	1607	721	0	2156	484	818	237	669	0	0	0
<b>Saturation Flow Module:</b>												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.63	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	1.00	4.00	1.00	0.00	4.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1750	7600	1750	0	4788	1750	3150	1900	3150	0	0	0
<b>Capacity Analysis Module:</b>												
Voi/Sat:	0.02	0.21	0.41	0.00	0.45	0.28	0.26	0.12	0.21	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	14.0	101	100.9	0.0	86.9	137.0	50.1	50.1	50.1	0.0	0.0	0.0
Volume/Cap:	0.18	0.34	0.65	0.00	0.83	0.32	0.83	0.40	0.68	0.00	0.00	0.00
Delay/Veh:	68.3	13.9	20.0	0.0	32.8	2.4	56.9	43.6	49.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	13.9	20.0	0.0	32.8	2.4	56.9	43.6	49.8	0.0	0.0	0.0
LOS by Move:	E	B	B	A	C	A	E	D	D	A	A	A
HCM2k95thQ:	3	16	39	0	39	10	39	19	32	0	0	0

Note: Queue reported is the number of cars per lane.



**APPENDIX J**  
Notice of Preparation



**NOTICE OF PREPARATION OF A  
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT  
FOR THE ALMADEN / CHYNOWETH RETAIL CENTER**

FILE NO: PDC10-006  
PROJECT APPLICANT: The Arcadia Company  
APN: 458-16-032 and 458-17-006, -017 and -018

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

The Notice of Preparation (NOP) contains the project description, location, and probable environmental effects that will be analyzed in the EIR for the project. The NOP may be viewed on our web site at: <http://www.sanjoseca.gov/planning/eir/EIR.asp>

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

City of San Jose, Planning Division, Attn: Janis Moore  
City Hall, 200 East Santa Clara Street, 3<sup>rd</sup> Floor, San José CA 95113-1905  
Phone: (408) 535-7815, e-mail: [janis.moore@sanjoseca.gov](mailto:janis.moore@sanjoseca.gov)

The Department of Planning, Building and Code Enforcement of the City of San José will hold a Public Scoping Meeting for the SEIR to describe the proposed project and the environmental review process and to obtain your verbal input on the SEIR analysis for the proposal. This SEIR Public Scoping Meeting is **tentatively** scheduled for **Thursday, January 20, 2011**. A notice with the specific time, date and location is attached. You are welcome to attend and give us your input on the scope of the SEIR so that it addresses all relevant environmental issues.

Joseph Horwedel, Director  
Planning, Building & Code Enforcement

  
Deputy

Date: 12/15/2010

**NOTICE OF PREPARATION**  
**of a**  
**SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT**  
**for the**  
**ALMADEN / CHYNOWETH RETAIL CENTER**

December 15, 2010

**A. INTRODUCTION**

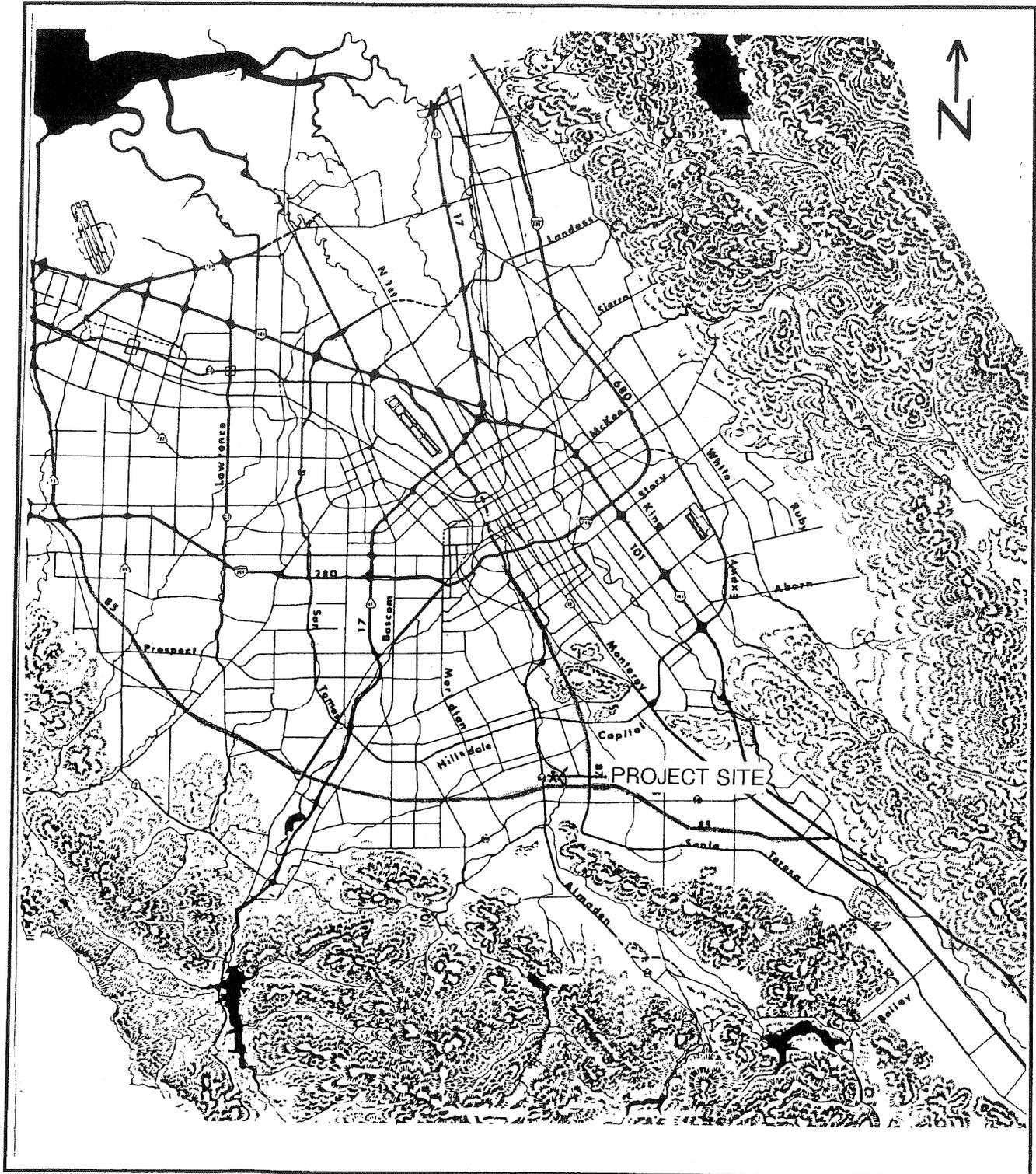
The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for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

A Supplemental Environmental Impact Report (SEIR) is prepared when an EIR has previously been certified and changes are proposed to a project or new information becomes available, which was not known and could not have been known when the EIR was certified, *and* the changes to the project or new information will result in 1) new significant effects, and/or 2) a substantial increase in the severity of previously identified significant effects. The SEIR need contain only the information necessary to make the previous EIR adequate for the project as revised. In this case, the EIR being supplemented is the Almaden / Chynoweth Project EIR, which was certified by the San Jose Planning Commission on June 24, 1998. The SEIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the SEIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, potential environmental impacts, and mitigation measures;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; (d) effects found not to be significant; and (e) cumulative impacts.

**B. PROJECT LOCATION**

The proposed modified project is located on the northeasterly quadrant of Almaden Expressway and State Route 85. Chynoweth Avenue forms a portion of the site's northwesterly boundary, and the Guadalupe River forms the northeasterly and easterly boundaries. The project site is currently fallow agricultural land; a complex of buildings in the southwesterly corner along Almaden Expressway is utilized for the production and seasonal sale of agricultural products. Existing land uses adjacent to the project site include: commercial and Guadalupe River to the north; Guadalupe River and Santa Clara Valley Water District percolation ponds to the east; State Route 85 to the south; and Almaden Expressway and commercial lands to the west.



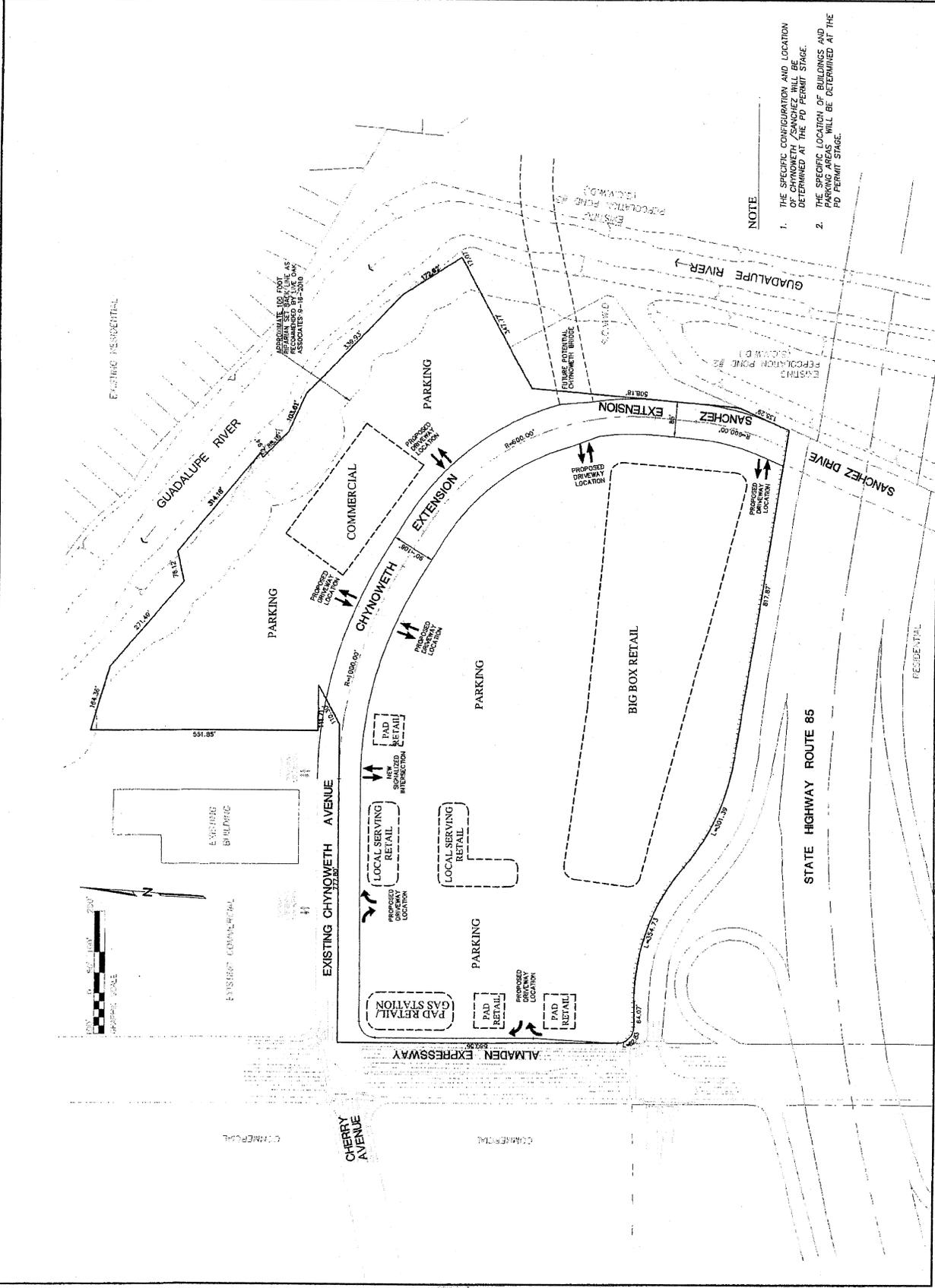
Santa Clara Valley Map





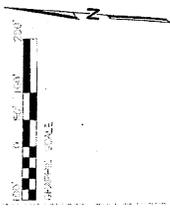
Aerial Photo of the Vicinity  
August, 2008

<b>GENERAL DEVELOPMENT PLAN</b> <b>EXHIBIT - C</b> <b>RUTH AND GOING, INC.</b>		<b>CONCEPTUAL USE LAYOUT</b> <b>ALMADEN/GHYNOWETH</b> <b>RETAIL CENTER</b>	
Prepared by: _____ Checked by: _____ Drawn by: _____ Date: _____		SAN JOSE, CALIFORNIA 10/15/2008 10/15/2008 10/15/2008	



**NOTE**

1. THE SPECIFIC CONFIGURATION AND LOCATION OF GHYNOWETH /SANCHEZ WILL BE DETERMINED AT THE PD PERMIT STAGE.
2. THE SPECIFIC LOCATION OF BUILDINGS AND PARKING AREAS WILL BE DETERMINED AT THE PD PERMIT STAGE.



## **C. PROJECT BACKGROUND**

In August, 1998, the San Jose City Council certified an EIR for the rezoning of the Almaden / Chynoweth Project. The Almaden / Chynoweth Project consisted of the development of a maximum of 350,000 square feet of commercial space or up to a maximum of 400 residential units, or any equivalent combination of commercial and residential uses that conformed to the City's Transportation Level of Service Policy (5-3). The Almaden / Chynoweth Project included the widening and construction of Chynoweth Avenue to a future

bridge across the Guadalupe River, that was required for full development of the site, and the construction of Sanchez Drive from its present northerly terminus to Chynoweth Avenue. The project included a proportional financial contribution for construction of the bridge by the City of San Jose.

## **D. PROJECT DESCRIPTION**

The modified project is a Planned Development Rezoning application to A(PD) (Planned Development District) for the construction of up to a maximum of 400,000 square feet of commercial space on an approximately 43.0-gross-acre site. The Conceptual Use Layout for the modified project includes big box retail, a commercial pad, local-serving retail, and several small retail pads as well as a retail pad/gas station.

Key components of the modified project proposal that differ from the 1998 Almaden / Chynoweth Project proposal include:

- An increase from a maximum of 350,000 square feet of commercial development to a maximum of 400,000 square feet of commercial development.
- Removal of residential land uses as part of the development.
- Widening and construction of Chynoweth Avenue through the project site to connect with Sanchez Drive to the south.
- Elimination of the requirement for the future bridge across the Guadalupe River as part of the project, although provisions are made so that a connection from a future bridge (not included in the project) can be made.

## **E. ENVIRONMENTAL IMPACTS TO BE ANALYZED IN THE SEIR**

The SEIR will describe the existing environmental conditions on the project site and will identify the significant environmental impacts anticipated to result from development of the modified project as proposed. Where potentially significant environmental impacts are identified, the SEIR will also discuss mitigation measures that may make it possible to avoid or reduce significant impacts, as appropriate. The analysis in the SEIR will include the following specific categories of environmental impacts and concerns related to the proposed project. Additional subjects may be added at a later date, as new information comes to light.

Based on preliminary analysis, the modified project does not propose substantial changes to the Almaden / Chynoweth Project; result in any new significant impacts or substantially increase the

severity of previously identified impacts; or decline to adopt feasible mitigation measures or alternatives that would reduce identified significant impacts. In addition, some existing conditions have not substantially changed since the Almaden / Chynoweth Project EIR was certified. Due to the length of time since the certified EIR was prepared as well as the size of the project, the change in the roadway network and traffic levels in the area, increased focus on riparian setbacks, requirements for the analysis of effects on global climate change, and neighborhood interest in the project, the City will prepare an SEIR.

### **1. Aesthetics / Visual**

The SEIR will discuss the visual and aesthetic resources of the site and any impacts that would potentially occur as a result of the modified project.

### **2. Air Quality**

The SEIR will update the existing air quality conditions in the Bay Area and will evaluate the modified project's potential air quality impacts. There will likely be no changes to the short-term air quality impacts associated with construction as addressed in the certified EIR.

### **3. Biological Resources**

The SEIR will update the potential for the modified project to result in impacts to biological resources on the site, including mature trees, burrowing owls, and the riparian corridor along the Guadalupe River.

### **4. Cultural Resources**

There are no changes to the cultural resources of the site and any impacts that would potentially occur as a result of the modified project are addressed in the certified EIR.

### **5. Energy**

The SEIR will examine the potential for the project to result in excessive or inefficient use of energy and will discuss the energy conservation measures included in the project.

### **6. Geology and Soils**

There are no changes to the existing geologic and soils conditions on the project site. Liquefaction potential was not addressed in the certified EIR. The SEIR will address any potential impacts of liquefaction to future development of the site.

### **7. Global Climate Change**

Impacts on global climate change were not required to be addressed when the EIR was certified in 1998. The SEIR will examine the potential for the modified project to result in global climate change impacts due to greenhouse gases and will discuss the measures included in the modified project to minimize impacts and reduce greenhouse gas emissions.

## **8. Hazards and Hazardous Materials**

The SEIR will discuss the potential for soil contamination from existing and previous users of the project site as well as other hazardous materials users in the project area. The risk of exposure to future residential occupants has been eliminated.

## **9. Hydrology and Water Quality**

There is no change to the existing drainage conditions in the project area and the potential for flooding on the project site. Water quality impacts and conformance with the Santa Clara Valley Urban Runoff Pollution Prevention Program as well as other Regional Water Quality Control Board requirements will be updated. The SEIR will add a discussion of the modified project's conformance with the City's Hydromodification Management Plan.

## **10. Land Use and Planning**

The SEIR will update the land uses on and around the project site and evaluate potential land use constraints created by existing conditions in the project area, including the modified project's compatibility with existing and proposed land uses in the project area and consistency with the City policies and plans.

## **11. Noise and Vibration**

There are no substantial changes to the noise environment of the site and any impacts that would potentially occur as a result of the modified project are addressed in the certified EIR.

## **12. Population, Jobs and Housing**

The SEIR will update the existing and projected employment, population, and housing conditions in the City of San José, and evaluate the potential for the modified project to result in impacts due to increases in population.

## **13. Availability of Public Facilities and Services**

The SEIR will update the availability of public services, and the potential for the modified project to require the construction of new facilities. This discussion will include a review of the effects on public school districts, parks, and the provision of fire, police and libraries services that would occur as a result of the modified project.

## **14. Transportation**

The SEIR will include a traffic analysis for the modified project that will conform to the City of San José's and the Santa Clara County Congestion Management Agency's (CMA) methodologies. The traffic analysis prepared for the SEIR will update the existing roadway conditions, circulation patterns, and other elements (light rail, bus routes, bike lanes, etc.) of the transportation system in and around the site, including the local streets and intersections, regional facilities, and freeways. The construction of

Chynoweth Avenue to Sanchez Drive will be included, but a bridge connection to Chynoweth Avenue east of the Guadalupe River will not be included as part of the proposed roadway network improvements.

#### **15. Utilities and Service Systems**

The SEIR will update the ability of existing infrastructure in the project area, such as sanitary sewer, wastewater treatment, water supply, storm drainage, and solid waste, to serve the project site. The SEIR will also discuss the availability of these existing utilities and service systems to provide for the future development of the site.

#### **16. Alternatives to the Project**

The SEIR will update and evaluate project alternatives that might reasonably be assumed to reduce project impacts. Analysis of a “No Project” alternative is required by law. Other alternatives that may be discussed could include a reduced scale scenario (either reduced development intensities and/or a smaller project area), alternative land uses (development of the site with a land use other than the commercial land use that is presently proposed), and an alternative location.

The SEIR will identify the degree to which each alternative might reduce one or more of the modified project’s impacts, whether or not the alternative could result in other or increased impacts, the viability of the alternative, and the degree to which the alternative is consistent with the modified project’s goals and objectives.

#### **17. Cumulative Impacts**

The SEIR will include a discussion of the potentially significant cumulative impacts of the modified project when considered with other past, present, and reasonably foreseeable future projects in the area. The analysis will include a discussion of all pending projects for which applications have been filed. This section will cover all relevant subject areas discussed in the SEIR (e.g., traffic, air quality, and noise) and will specify which of the areas are anticipated to experience significant cumulative impacts. Cumulative impacts will be discussed qualitatively, unless specific quantitative information on other pending projects is available prior to publication of the Draft SEIR.

#### **18. Other Required Sections**

The SEIR will also update other information typically required for an EIR. These other sections include the following: 1) Growth Inducing Impacts; 2) Significant, Unavoidable Impacts; 3) Significant Irreversible Environmental Changes; 4) Persons and Organizations Consulted; 5) Sources and References; and 6) EIR Authors. Technical reports will be provided in a technical appendix.

# NOTICE OF PREPARATION

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A Notice of Preparation is sent to each responsible agency, federal agency involved in approving or funding the project, and to each trustee agency responsible for natural resources affected by the project. Responses are to identify significant environmental issues and reasonable alternatives and mitigation measures that the responsible agency will need to have explored in the Draft EIR, and whether the agency will be a responsible agency or trustee agency for the project. On December 17, 2010, a Notice of Preparation for the project was sent to the following agencies. Responses are required within 30 days or it is presumed the agency has no response. Copies of the response letters follow.

Agency	Response Received	Agency	Response Received
<b>Federal Agencies</b>		<b>Other Counties</b>	
U.S. Fish and Wildlife Service		Alameda Co. Planning Dept.	
U.S. Army Corps of Engineers			
Federal Highway Administration			
<b>State Agencies</b>		<b>Other Cities</b>	
State Clearinghouse	•	Campbell	
Dept. of Transportation (Caltrans)	•	Cupertino	
Dept. of Conservation	•	Fremont	
Native American Heritage Commission	•	Los Gatos	
Dept. of Fish and Game		Milpitas	
Northwest Information Center at Sonoma State University		Morgan Hill	
		Santa Clara	
		Saratoga	
		Sunnyvale	
<b>Regional Agencies</b>		<b>Local Organizations</b>	
Bay Area Air Quality Management Dist.		Sierra Club	
Association of Bay Area Governments		Audubon Society	•
Metropolitan Transportation Commission		Native Plant Society	
		Greenbelt Alliance	
<b>Santa Clara County</b>		Committee for Green Foothills	•
Planning Department		VEP Community Assoc. and Erikson Neighborhood Assoc.	•
Roads & Airports Department	•	Carpenters' Local 405	
		Adams, Broadwell, Joseph & Cardozo	
<b>Special Districts</b>			
Santa Clara Valley Water District	•		
Santa Clara Valley Transportation Authority	•		
Guadalupe-Coyote Resource Cons. District			
Open Space Authority		<b>Individuals</b>	
		Jim Leitner	•
<b>School Districts</b>			
San Jose Unified School District			
<b>Public Utilities</b>			
San Jose Water Company			



## **Notice of Preparation Comment Letters**

1. State Clearinghouse, December 21, 2010
2. Caltrans, December 28, 2010
3. Native American Heritage Commission, December 29, 2010
4. Jim Leitner, undated
5. Santa Clara Valley Water District, January 11, 2011
6. County Roads and Airports Department, January 12, 2011
7. VEP Community Association and Erikson Neighborhood Association, January 19, 2011
8. Committee for Green Foothills, January 20, 2011
9. Santa Clara Valley Audubon Society, January 20, 2011
10. State Department of Conservation, January 20, 2011
11. Santa Clara Valley Transportation Authority, January 21, 2011





Arnold Schwarzenegger  
Governor

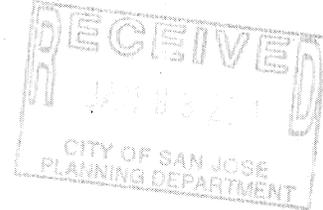
STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Cathleen Cox  
Acting Director

Notice of Preparation

December 21, 2010



To: Reviewing Agencies

Re: Almaden/Chynoweth Retail Center Planned Development Rezoning (File No. PDC10-006)  
SCH# 1997062105

Attached for your review and comment is the Notice of Preparation (NOP) for the Almaden/Chynoweth Retail Center Planned Development Rezoning (File No. PDC10-006) draft Environmental Impact Report (EIR).

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

Please direct your comments to:

**Janis Moore**  
City of San Jose  
200 East Santa Clara Street  
San Jose, CA 95113-1905

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

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

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 1997062105  
**Project Title** Almaden/Chynoweth Retail Center Planned Development Rezoning (File No. PDC10-006)  
**Lead Agency** San Jose, City of

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**Type** NOP Notice of Preparation  
**Description** Planned Development Rezoning to A (PD) Planned Development Zoning District to allow the development up to a maximum of 400,000 sf of commercial development on an ~ 43 gross acre site, with construction of Chynoweth Avenue through the site to connect with Sanchez Drive to the south.

---

**Lead Agency Contact**

**Name** Janis Moore  
**Agency** City of San Jose  
**Phone** 408 535-7815 **Fax**  
**email**  
**Address** 200 East Santa Clara Street  
**City** San Jose **State** CA **Zip** 95113-1905

---

**Project Location**

**County** Santa Clara  
**City** San Jose  
**Region**  
**Cross Streets** State Route 85 and Almaden Expwy  
**Lat / Long**  
**Parcel No.** 458-16-032;458-17-006,-017,-018  
**Township** **Range** **Section** **Base**

---

**Proximity to:**

**Highways** Hwy 85, 87, 280  
**Airports**  
**Railways** Light Rail  
**Waterways** Guadalupe River  
**Schools** San Jose Unified School District  
**Land Use** Vacant and agricultural/A(PD) Planned Development Zoning District (residential and/or commercial uses) (previous EIR for PDC96-011)/General Commercial and High Density Residential (25-50 DU/AC)

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**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Other Issues

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**Reviewing Agencies** Resources Agency; Department of Conservation; Central Valley Flood Protection Board; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 3; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; California Highway Patrol; Caltrans, District 4; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2

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**Date Received** 12/21/2010 **Start of Review** 12/21/2010 **End of Review** 01/19/2011

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**NOP Distribution List**

County: Santa Clara

SCH# 1991004100

- Resources Agency
- Resources Agency  
Nadell Gayou
- Dept. of Boating & Waterways  
Mike Sotelo
- California Coastal Commission  
Elizabeth A. Fuchs
- Colorado River Board  
Gerald R. Zimmerman
- Dept. of Conservation  
Rebecca Salazar
- California Energy Commission  
Eric Knight
- Cal Fire  
Allen Robertson
- Central Valley Flood Protection Board  
James Herota
- Office of Historic Preservation  
Ron Parsons
- Dept of Parks & Recreation  
Environmental Stewardship Section
- California Department of Resources, Recycling & Recovery  
Sue O'Leary
- S.F. Bay Conservation & Dev't. Comm.  
Steve McAdam
- Dept. of Water Resources  
Resources Agency  
Nadell Gayou
- Conservancy
- Fish and Game
- Dept. of Fish & Game  
Scott Flint  
Environmental Services Division
- Fish & Game Region 1  
Donald Koch
- Fish & Game Region 1E  
Laurie Harnsberger
- Fish & Game Region 2  
Jeff Drongesen
- Fish & Game Region 3  
Charles Armor
- Fish & Game Region 4  
Julie Vance
- Fish & Game Region 5  
Don Chadwick  
Habitat Conservation Program
- Fish & Game Region 6  
Gabrina Gatchel  
Habitat Conservation Program
- Fish & Game Region 6 I/IM  
Brad Henderson  
Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Game M  
George Isaac  
Marine Region
- Other Departments
- Food & Agriculture  
Steve Shaffer  
Dept. of Food and Agriculture
- Dept. of General Services  
Public School Construction
- Dept. of General Services  
Anna Garbeff  
Environmental Services Section
- Dept. of Public Health  
Bridgette Binning  
Dept. of Health/Drinking Water
- Independent Commissions, Boards
- Delta Protection Commission  
Linda Flack
- Cal EMA (Emergency Management Agency)  
Dennis Castnillo
- Governor's Office of Planning & Research  
State Clearinghouse

- Native American Heritage Comm.  
Debbie Treadway
- Public Utilities Commission  
Leo Wong
- Santa Monica Bay Restoration  
Guangyu Wang
- State Lands Commission  
Marina Brand
- Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques
- Business, Trans & Housing
- Caltrans - Division of Aeronautics  
Sandy Hesnard
- Caltrans - Planning  
Terri Pencovic
- California Highway Patrol  
Scott Loetscher  
Office of Special Projects
- Housing & Community Development  
CEQA Coordinator  
Housing Policy Division
- Dept. of Transportation
- Caltrans, District 1  
Rex Jackman
- Caltrans, District 2  
Marcelino Gonzalez
- Caltrans, District 3  
Bruce de Terra
- Caltrans, District 4  
Lisa Carboni
- Caltrans, District 5  
David Murray
- Caltrans, District 6  
Michael Navarro
- Caltrans, District 7  
Elmer Alvarez

- Native American Heritage Comm.  
Dan Kopulsky
- Caltrans, District 8  
Dan Kopulsky
- Caltrans, District 9  
Gayle Rosander
- Caltrans, District 10  
Tom Dumas
- Caltrans, District 11  
Jacob Armstrong
- Caltrans, District 12  
Chris Herre
- Cal EPA
- Air Resources Board
- Airport Projects  
Jim Lerner
- Transportation Projects  
Douglas Ito
- Industrial Projects  
Mike Tollstrup
- State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance
- State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality
- State Water Resources Control Board  
Steven Herrera  
Division of Water Fights
- Dept. of Toxic Substances Control  
CEQA Tracking Center
- Department of Pesticide Regulation  
CEQA Coordinator

- Regional Water Quality Control Board (RWQCB)
- RWQCB 1  
Cathleen Hudson  
North Coast Region (1)
- RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)
- RWQCB 3  
Central Coast Region (3)
- RWQCB 4  
Teresa Rodgers  
Los Angeles Region (4)
- RWQCB 5S  
Central Valley Region (5)
- RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office
- RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office
- RWQCB 6  
Lahontan Region (6)
- RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office
- RWQCB 7  
Colorado River Basin Region (7)
- RWQCB 8  
Santa Ana Region (8)
- RWQCB 9  
San Diego Region (9)
- Other

Last Updated on 07/12/10



**DEPARTMENT OF TRANSPORTATION**

P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5636  
FAX (510) 286-5659  
TTY 711



*Flex your power!  
Be energy efficient!*

December 28, 2010

SCL-85-6.14  
SCL085184  
SCH1997062105

Ms. Janis Moore  
City of San Jose  
200 East Santa Clara Street  
City Hall, 3rd Floor  
San Jose, CA 95113-1905

Dear Ms. Moore:

**The Almaden/Chynoweth Retail Center – Notice of Preparation (NOP) of a Draft Supplemental Environmental Impact Report (SEIR)**

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

As lead agency, the City of San Jose is responsible for all project mitigation, including any needed improvements to State Highways. The project's fair share contribution, financing, scheduling, and implementation responsibilities as well as lead agency monitoring should be fully discussed for all proposed mitigation measures and the project's traffic mitigation fees should be specifically identified in the environmental document. Any required roadway improvements should be completed prior to issuance of project occupancy permits. Please be advised that due to limited resources in our Project Initiation Document (PID) Program, oversight efforts by the Department for any proposed modifications to the State Highway System must be reimbursed by the City through a Cooperative Agreement. For work within the State's right of way (ROW), an encroachment permit is required. The Department will not issue an encroachment permit until our concerns are adequately addressed. Therefore, we strongly recommend that the lead agency ensure resolution of the Department's California Environmental Quality Act (CEQA) concerns prior to submittal of the encroachment permit application; see the end of this letter for more information regarding the encroachment permit process.

**Traffic Impact Study**

State Highway 85 is essential to local and regional traffic. It is vital to commuting in the greater San Jose Metropolitan Area and the entire San Francisco Bay Area. Therefore, it is important to address any additional mainline capacity issues from the proposed retail center development. The traffic generated from the proposed development could have a significant impact to numerous interchanges. Please ensure that the Traffic Impact Study (TIS) includes the following:

Ms. Janis Moore/City of San Jose

December 28, 2010

Page 2

1. Traffic impacts to State facilities including State Route (SR) 85 and 87 in terms of trip generation, distribution, and assignment including the percentage of project trips assigned to State facilities. The assumptions and methodologies used in compiling this information should also be addressed.
2. Current Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets, highway segments and intersections.
3. Project impacts including on-ramps and off-ramps queuing and delays should be assessed for weekday peaks (Friday peaks preferred), and weekend peaks.
4. A discussion of construction impacts and staging of the proposed development with on-going construction projects that are near the retail center proposed development.
5. Schematic illustration and level of service (LOS) analysis including turning traffic per turn-lane for the following scenarios: 1) existing, 2) existing plus project, 3) cumulative and 4) cumulative plus project for the roadways and intersections in the project area. Please note, the Department considers LOS by itself as an inadequate measure of effectiveness (MOE) for describing traffic operational conditions since it may actually mask a deficient condition on one or more approaches. As for intersection analysis the accepted MOEs used by the Department include flow, (output), average control delay, queue (length or number of vehicles), and Volume/Capacity (V/C) ratio. For freeway and ramp operations, flow (output), speed, and travel time/delay are accepted MOEs in addition to LOS.
6. The procedures contained in the 2000 update of the Highway Capacity Manual should be used as a guide for the analysis. We also recommend using the Department's "Guide for the Preparation of Traffic Impact Studies"; it is available on the following web site:  
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>
7. Mitigation measures should be identified where plan implementation is expected to have a significant impact. Mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.
8. A discussion on the various measures for reducing the motorized vehicle trip generation from this project. These measures could include improving public transit facilities and shuttle connections, bicycling and pedestrian infrastructure, and connections to Ohlone/Chynoweth and Oakridge Stations of the Santa Clara VTA Light Rail system by these modes; instituting a Transportation Demand Management (TDM) Program in which residents at the project site have transit passes included in their rent/Home Owner Association dues; and reducing the parking requirements.
9. 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

Ms. Janis Moore/City of San Jose  
December 28, 2010  
Page 3

a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on state highways.

We encourage the City of San Jose to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work for the TIS.

#### **Regional Impact Fees**

The traffic generated from the proposed project will have significant impacts to the already congested state highway system. Since reducing delays on SR 85 and 87 will benefit the region and local jurisdictions by providing more reliable travel times for commuters, recreational travelers and freight traffic, the Department strongly urges the City of San Jose to develop a regional transportation impact fee program to mitigate the impacts of future growth on regional corridors. Traffic impact fees are a permanent funding mechanism with a demonstrated nexus to project impacts. These fair share fees would be used to fund regional transportation programs that add capacity and/or improve efficiency to the transportation system and reduce delays while maintaining reliability on major roadways throughout the San Francisco Bay Area.

#### **Maintenance**

The proposed project is located in close proximity to SR 85 and 87. Please address state facility related maintenance issues including but not limited to, lighting, drainage, refuse, etc. in the environmental document.

#### **Encroachment Permit**

Any work or traffic control within the State ROW requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:

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

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) set of plans which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Michael Condie, Mail Stop #5E.

Should you have any questions regarding this letter, please contact Mr. Jay Vega of my staff at (510) 286-0585, or [jay\\_vega@dot.ca.gov](mailto:jay_vega@dot.ca.gov).

Sincerely,



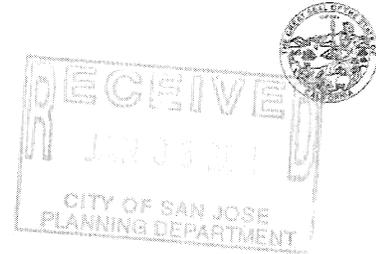
BECKY FRANK  
District Branch Chief  
Federal Grants / Rail Coordination

c: Scott Morgan (State Clearinghouse)



## NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-4082  
Fax (916) 657-5390



December 29, 2010

Janis Moore  
City of San Jose  
200 East Santa Clara Street  
San Jose, CA 95113-1905

RE: SCH# 1997062105 - Almaden/Chynoweth Retail Center Planned Development (File No. PDC10-006),  
City of San Jose

Dear Ms. Moore:

The Native American Heritage Commission has reviewed the NOP referenced above. To adequately assess and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

1. Contact the appropriate Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and any associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
3. Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. Requests must be made in writing with the County, Quad map name, township, range and section.
  - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the development of mitigation measures.
4. Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5 (e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

If you have any questions, please contact me at (916) 651-1490 or by email at [rw\\_nahc@pacbell.net](mailto:rw_nahc@pacbell.net).

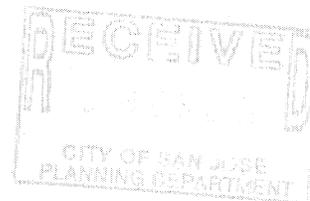
Sincerely,

Rob Wood  
Associate Government Program Analyst

CC: State Clearinghouse



Ms. Janis Moore  
City of San Jose  
Department of Planning, Building and Code Enforcement  
Planning Division  
City Hall, 3<sup>rd</sup> Floor  
200 East Santa Clara Street  
San Jose, Ca. 95113-1905



Subject: Notice of Preparation of a SEIR for the Almaden / Chynoweth Retail Center

Thank you for the opportunity to comment on the evaluation for the proposed retail project. As a previous traffic engineer with the City of San Jose and a resident of the area surrounding the project site, I would like to pass on some insight regarding traffic flow that should be addressed in conjunction with the subject SEIR. While I do not know the exact size of the potential retail project, the mere size of this site could possibly generate significant new vehicular trips that could compound existing capacity, traffic flow and private property access problems.

I would recommend that the SEIR for the proposed project include a comprehensive traffic evaluation that addresses the following issues:

Almaden Expressway Corridor -

In conjunction with Santa Clara County and State of California transportation staff, thoroughly evaluate at a minimum, the Almaden Expressway corridor between Branham Lane and Blossom Hill Road. Within this reach, existing and future levels of service should be determined along with a general traffic flow analysis. Specific focus should apply to the following locations:

1. Blossom Hill Road intersection - With the recent opening of the Whole Foods Store, lane configurations have been modified. While traffic flow patterns are probably still being sorted out by drivers using this intersection, the evaluation should address possible further mitigation that includes traffic signal strategies that more effectively addresses traffic flow on Blossom Hill Road adjacent to Whole Foods.
2. Route 85 / Almaden Fashion Shopping Center intersection – This junction, which comprises of two separate signalized intersections is very problematic at times due to excessive demand and minimal storage capacity. I am not sure what if anything can be done to physically improve this location that would not require a large price tag. Perhaps, re-evaluating the “no right turn on red” provision and the over-all green time provided for the eastbound approach movement can be assessed.
3. Southbound access to Route 85 – In my opinion, the awkwardness of southbound flow on Almaden Expressway to reach the Route 85 westbound and eastbound access ramps is the most serious issue on this reach of Almaden Expressway. Due to flow of southbound traffic trying to move to the right to reach the Route 85 ramps and having to weave with traffic exiting adjacent driveways, potential conflicts are readily apparent. This is another “no easy fix” situation that will undoubtedly be further compounded with additional traffic generated by the proposed project.

4. Chynoweth Avenue / Cherry Avenue intersection – Since this intersection would be fully built out by the proposed project, it should be designed to accommodate not only local project traffic, but also new through traffic associated with the potential extension of Chynoweth Avenue to Winfield Boulevard via a new bridge over the Guadalupe River / percolation pond. For capacity and circulation purposes, assess all possible intersection designs that would maintain coordinated traffic flow on Almaden Expressway.
5. Access control along project frontage – Due to the relatively short amount of frontage between the Route 85 westbound off-ramp and Chynoweth Avenue intersections, the evaluation should assess the potential need to prohibit driveway access to the project site along Almaden Expressway.

Chynoweth Avenue -

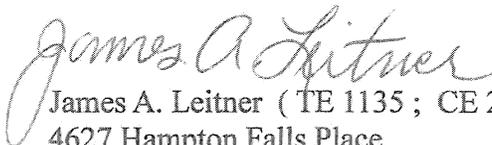
Apparently, the City of San Jose is considering two locations for extending access from the project vicinity, easterly to Winfield Boulevard. While I favor the original Chynoweth Avenue connection because it would have a more community related benefit over the more southerly proposal, perhaps this evaluation can bring closure to a final decision. Extending Chynoweth Avenue to the east would provide a much needed second point of access to the proposed project site that would give Almaden Expressway some much needed relief.

Sanchez Drive -

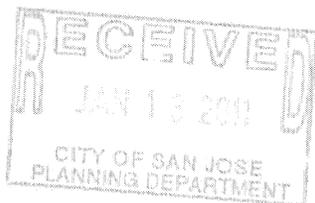
The extension of Sanchez Drive through the project site to Chynoweth Avenue will have two major benefits. The first is that it will provide a third point of access to the proposed project that further spreads travel demand out that would result in less over-all traffic demand on the surrounding roadway system. Secondly, it would provide a much needed diversion route for for both project traffic and through traffic to avoid the congested Almaden Expressway corridor.

In closing, since this project site is the last remaining undeveloped property in this general area of San Jose, it is important that we do not create any further excessive demands on our transportation system. The City should establish a partnership with this project to implement all necessary improvements to fully mitigate impacts generated by this project and to bring our entire transportation system into compliance with our city-wide level of service policies.

Thank you again for the opportunity to comment on the proposed SEIR.



James A. Leitner ( TE 1135 ; CE 27116 )  
4627 Hampton Falls Place  
San Jose, Ca 95136



File: 23843  
Guadalupe River

January 11, 2011

Ms. Janis Moore  
City of San Jose Planning Division  
200 East Santa Clara Street, 3<sup>rd</sup> Floor  
San Jose, CA 95113-1905

Subject: Notice of Preparation of a Draft Supplemental Environmental Impact Report for  
the Almaden/Chynoweth Retail Center, City File PDC10-006

Dear Ms. Moore:

The Santa Clara Valley Water District (District) has reviewed the Notice of Preparation of a Draft Supplemental Environmental Impact Report (SEIR) for the Almaden/Chynoweth Retail Center, City File PDC10-006, received by the District on December 16, 2010.

The District owns property adjacent to the north easterly and easterly property lines of the project site. The Guadalupe River is located within District property to the north and east of the site and Recharge Pond #2 of the District's Guadalupe Recharge System is located within District property adjacent to the south easterly project boundary. 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 and requires the District be considered a responsible agency under CEQA. Copies of the required CEQA documents for the project must be submitted to the District during the public review period for District review and comment as a responsible agency.

We have the following comments regarding the proposed project NOP:

1. Development of this site provides the opportunity to enhance and restore the riparian habitat along this section of the Guadalupe River through the use of a 100 foot riparian setback, planting of native vegetation, removal of non-native plants from areas adjacent to the river, and education of future site occupants about the Guadalupe River and its riparian corridor. The use of a 100 foot setback to protect and enhance the riparian corridor is in keeping with the City's Riparian Corridor Policy and will assist the District's efforts to restore and enhance the riparian habitat along the river.
2. The proposed riparian corridor setback needs to be based on the riparian corridor delineation as ordered in the Notice of Entry of Final Judgment Pursuant to Stipulation and Injunction dated October 27, 2004 regarding the City of San Jose v. Arcadia Development



- Co. The SEIR should note consistency of the riparian corridor limits and setback with this judgment.
3. The SEIR should clearly state if any work will be required on the District's property adjacent. General Development Plan Exhibit C, included in the NOP, shows the proposed Sanchez extension to be located on private property; however, it is not clear if any portions of the roadway such as landscaping, lighting, fencing, *etc.* are proposed on the adjacent District property.
  4. Site drainage must be directed to the existing storm drain system; no overbank drainage to the river or recharge ponds will be allowed. As part as the site design an analysis of the existing storm drain system capacity needs to be completed. It should also be determined if the existing outfalls are in need of repairs, which should be done prior to completion of this project. Upgrades and/or repair to any portion of the existing storm drain system located on District right of way will require a District permit. In addition, improvements to existing outfalls will require permits from the regulatory agencies for work performed within the river.
  5. Planting at the site should be in conformance to the Guidelines and Standards for Land Use Near Streams. Invasive species are to be avoided adjacent to the river and recharge pond. Locally native plants proposed for use adjacent to the river need to be grown from seed or stock collected from the Guadalupe River watershed to protect the genetic integrity of the locally native riparian habitat and for conformance with the Guidelines and Standards Near Streams. This will require additional lead time, and the applicant will need to consider this when creating the project schedule.
  6. District records show one well located on the project site within APN: 458-17-006. 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, requires a permit from the District prior to construction. Property owners or their representative should contact the District Wells and Water Measurement Unit at (408) 265-2607, extension 2660, for more information.
  7. The District continues to be interested in obtaining a 30-foot wide easement along the easterly project boundary (APN: 458-17-006 and 458-17-018). This easement would facilitate maintenance and access along the river both during construction of the flood protection project and for long term maintenance. Any maintenance road constructed within the proposed easement area could also be used as a trail through the project site. The District previously provided a copy of the proposed plat and description for the easement to the City as an enclosure to our May 25, 2010 letter regarding this project.
  8. The NOP notes that one of the changes between the currently proposed project and the project originally analyzed in the 1998 DEIR, is the removal of the requirement to construct the Chynoweth Avenue bridge over the Guadalupe River. The NOP notes that though the bridge is no longer required as part of the project, provisions will be made to allow for connection of a future bridge. The District understood from City staff previously that an extension of Chynoweth from this site across the river to the other section of Chynoweth was no longer an option and that any crossing would be to Winfield/Thornwood. Furthermore, the latest project plan did not include provisions for a future bridge, leading us to assume a bridge was no longer planned with the proposed Sanchez extension. District

Ms. Janis Moore  
Page 3  
January 11, 2011

9. staff would like to further discuss the City's plans for a bridge to the site to ensure adequate provisions from this site are provided if the City decides to pursue a bridge in the future.
10. The portions of the Guadalupe River located adjacent to the site are part of the District's Upper Guadalupe River Flood Protection Project Reach 12 which is currently being designed with construction anticipated to begin in 2013.

Please forward the SEIR when available for public review and continue to forward project plans and information as it becomes available for District review and coordination. Reference District File Number 23843 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. Tippets, C. Haggerty, T. Ibarra, J. Micko, M. Martin, File

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# County of Santa Clara

Roads and Airports Department

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



January 12, 2011

Ms. Janis Moore  
City of San Jose Planning Division  
City Hall, 200 East Santa Clara, 3<sup>rd</sup> Floor  
San Jose, CA 95113

Subj: NOP of a Draft Supplemental Environmental Impact Report for Almaden/Chynoweth Retail Center  
File No: PDC10-006

Dear Ms. Moore:

We have received and reviewed your Notice of Preparation (NOP) of a Draft Supplemental Environmental Impact Report for the Almaden/Chynoweth Retail Center. The following are our comments:

1. Include Almaden Expressway intersections between Almaden Expressway/Coleman Road to Almaden Expressway/Branham Lane in the Traffic Study for traffic mitigation.
2. The study also needs to include the frontage dedication to Future Width Line and improvements along the site's Almaden Expressway frontage.
3. We look forward to reviewing the Draft Supplemental Environmental Impact Report for the above referenced project.

Thank you for the opportunity to review and comment on this NOP. If you have questions, please call me at (408) 573-2462.

Sincerely,

A handwritten signature in black ink, appearing to read "F. Lopez".

Felix Lopez  
Project Engineer

cc: MA, AP, MLG, RN, WRL, File





## **VEP Community Association**

Representing More Than 2000 Families in the Blossom Valley Area of South San Jose Since 1969  
P.O. Box 18111, San Jose, CA 95158 MRodgersRN@aol.com

## **ENA**

### **Erikson Neighborhood Association**

Representing More Than 650 Homes in the Robertsville Area of South San Jose  
1010 Rawlings Drive, San Jose, CA 95136 DNoel1234@aol.com

January 19, 2011

(Original sent this date via email)

Janis Moore  
City of San Jose, Planning Division  
San Jose City Hall  
200 East Santa Clara Street, 3rd Floor  
San José, CA 95113-1905

SUBJECT: Scope of SEIR for PDC10-006 Almaden/Chynoweth Retail Center

Dear Ms. Moore:

Board Directors of VEP Community Association and Erikson Neighborhood Association have monitored subject development since it was originally proposed and the Environmental Impact Report (EIR) was prepared and approved in 1998-1999. Having heard our community's needs and concerns, we ask that the following list of items be analyzed in the Supplemental EIR for this current project.

1. Identify traffic (and related air quality, noise, and pedestrian/motorist safety) impacts and required mitigation measures at intersections along Almaden Expressway at Branham Lane, Chynoweth-Cherry, Route 85, Almaden Plaza Way, and Blossom Hill Road.
2. Identify traffic (and related air quality, noise, and pedestrian/motorist safety) impacts and required mitigation measures at and in the vicinity of Route 85 approach and exit ramps.
3. Analyze whether the project design will accommodate future Route 85/Almaden Expressway interchange improvements which may require land from the project site.
4. Compare traffic (and related air quality, noise, and pedestrian/motorist safety) conditions on Almaden Expressway with and without a bridge over the Guadalupe River to test the recent assumption that one will not be needed to relieve impacts generated by this project. Perform this comparison for both proposed alternative bridge connections (the one at Thornwood and the one at Chynoweth).
5. If a bridge will be required, determine the traffic impacts that would result on all streets included in the 1999 EIR for both alternative bridges. Identify which alternative offers better traffic relief with the least impact on residential neighborhoods. The conclusion drawn in this SEIR should provide sufficient grounds for naming only that alignment on San Jose's General Plan Transportation Diagram.
6. If a bridge will be required, state whether it be built in time to mitigate project traffic impacts, and how and by whom it will be paid for.
7. If it is determined that a bridge will not be required, this SEIR should provide sufficient grounds for permanently removing it (both proposed alignments) from our General Plan Transportation Diagram.
8. Analyze the proposed project map for compatibility with current and future trail connections along and potentially across the Guadalupe River. The Guadalupe River trail from Chynoweth to Branham Lane is currently planned to



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## **ENA**

### **Erikson Neighborhood Association**

Representing More Than 650 Homes in the Robertsville Area of South San Jose  
1010 Rawlings Drive, San Jose, CA 95136 DNoel1234@aol.com

be sited on the east side of the river. In many places there is currently insufficient room. Will this project allow a future trail along the west side of the Guadalupe River in that reach?

9. Analyze cumulative noise impacts on homes surrounding the project. Noise originating from existing commercial uses at the northeast corner of Almaden Expressway and Cherry is already experienced by residents in ENA neighborhoods.

10. Analyze cumulative lighting impacts on homes surrounding the project, as well as to regional light pollution.

11. Analyze cumulative heating impacts on neighborhoods surrounding the project due to paving. Ensure mitigation measures such as trees will be used to minimize this.

12. Analyze visual aesthetic impacts on homes surrounding the project as well as from public areas such as Cilker Park.

13. Analyze the project's impact on surface water runoff, local flood control and groundwater replenishment. Will the project's level be higher than the level of surrounding neighborhoods possibly resulting in flooding those neighborhoods in a 100 or 200 year flood?

14. Analyze the project's impact on wildlife, especially, but not limited to, migratory birds (geese, egrets, etc) which frequently visit the Guadalupe River area and the project site.

\* \* \*

Our historic and ongoing concern over the development of this large parcel is its contribution to congestion in an area already overwhelmed by traffic. Some of the intersections we're concerned with are beyond issues of inconvenience and environmental degradation. Traffic backing-up onto Route 85 and from Route 85 entrance ramps onto Almaden Expressway is downright dangerous. There currently exists no plan to remedy freeway interchange deficiencies. A County Roads project scheduled to begin in March 2011 to improve conditions on Almaden Expressway will, we fear, be negated by the addition of traffic from large-scale projects like this.

When a project was last proposed on this site in 1998, the City of San Jose required the developer to contribute financially to building a bridge extending Chynoweth Avenue easterly across the Guadalupe River. Said to be needed to provide traffic relief, that bridge was our foremost concern as it was shown by traffic studies to impose serious impacts on our neighborhood streets east of the Guadalupe River.

We requested that the City instead align the river crossing with Thornwood Avenue, a wide, largely commercial east-west street just south of Route 85. Planners agreed that this alignment made sense, especially because Chynoweth Avenue now dead-ends at the Martial-Cottle Park, within residential neighborhoods in the VEP membership area. Except for our neighborhood collector streets, Pearl Avenue and Winfield Boulevard are the only arterial traffic outlets along Chynoweth Avenue east of the river.

Thornwood provides easy access to Oakridge Mall shopping attractions, Winfield Boulevard, Santa Teresa Boulevard, Blossom Hill Road, Route 85, Route 87, and the Almaden Spur Guadalupe light rail line. For this reason, San Jose DOT agreed to include a Thornwood alternative in its General Plan Transportation Diagram. However, in the 12/15/10 Notice, only the Chynoweth Avenue connection is shown on Exhibit C of the Almaden/Chynoweth Retail Center General Development Plan.



## ***VEP Community Association***

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## **ENA**

### **Erikson Neighborhood Association**

*Representing More Than 650 Homes in the Robertsville Area of South San Jose*  
1010 Rawlings Drive, San Jose, CA 95136 DNoel1234@aol.com

Since 1998, more commercial development has occurred, adding significantly to congestion along Almaden Expressway without any commensurate improvement in traffic capacity. We are now told that the City will not require the developer to contribute to the cost of building a bridge over the Guadalupe River. If a bridge is needed to relieve traffic congestion from this project, we want to know—and want to have the developer contribute to building it.

We appreciate this opportunity to be sure the SEIR addresses our concerns and will be happy to work cooperatively with the project team to find appropriate ways to best meet project objectives while minimizing adverse impacts on our community.

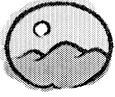
Sincerely,

Marilyn Rodgers, President  
VEP Community Association

David Noel, Vice President  
Erikson Neighborhood Association

cc: Gerry De Young, Ruth & Going; Councilmembers Nancy Pyle and Donald Rocha





COMMITTEE FOR  
GREEN FOOTHILLS

January 20, 2011

Janis Moore, Planning Division  
City of San Jose

**Re: Comments on PDC10-006, Almaden/Chynoweth Retail Center NOP**

Dear Janis;

The Committee for Green Foothills submits the following comments on the NOP for the Almaden/Chynoweth Retail Center:

- The NOP should be for a Subsequent EIR or entirely new EIR, not a Supplemental EIR. Thirteen years have already passed since the original 1998 EIR was certified, and doubtless even more time is involved because the data gathered for the original EIR was developed significantly prior to the certification date. Simply put, the original EIR is stale, and the attempt here to rely primarily on an EIR from a prior millennium with minor alterations in a "Supplemental" EIR fails to meet CEQA adequacy.
- As we move through the second decade since the original EIR's passage, the time makes it unsurprising that substantial changes are proposed in the project that will require major revisions in the EIR. The complete elimination of the residential element, expansion of the retail element, and changes to road/bridge construction are enough to really be a new project requiring either a Subsequent EIR or an entirely new EIR.
- As stated in the NOP, new information on climate change impacts and on riparian impacts require additional analysis. Traffic impacts are likely to change due to changing existing traffic and changes in the project itself. New air quality standards have to be applied to this project. There was a gap of time between steelhead's listing as "threatened" under the Endangered Species Act in the mid-1990s and the regulatory prohibition against take of its habitat, and the new EIR should consider take of steelhead habitat as well as effects on other listed species.

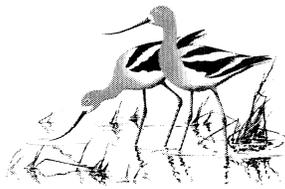
Finally, we reiterate our longstanding plea that San Jose end its biased practice of allowing developers, through their consultants, create the preliminary versions of environmental review documents such as the EIR for this project. The consultants should work for the people of San Jose, and their in-house work should be the property of the people of San Jose. The developer should simply pay for the cost to the City of processing the application, which includes EIR preparation.

Please contact us if you have any questions.

Sincerely,

Brian A. Schmidt  
Legislative Advocate, Santa Clara County





Santa Clara Valley Audubon Society  
Founded 1926

January 20<sup>th</sup>, 2011

Ms. Janis Moore  
Department of Planning, Building and Code Enforcement  
City of San Jose  
Re: City File No. PDC10-005, APN 57502022

Via email

Dear Ms. Moore,

Santa Clara Valley Audubon Society (SCVAS) has reviewed the Notice of Preparation (NOP) for the Draft Supplemental Environmental Impact Report (SEIR) for the Almaden/ Chynoweth Retail Center project on an approximate 43 gross-acre site located on the northeasterly quadrant of Almaden Expressway and State Route 85. The project (File No. PDC10-006) is substantially modified from a 1998 project, and currently includes a Planned Development Rezoning application from A(PD) to A(PD) Planned Development Zoning District to allow the development of up to a maximum of 400,000 square feet of commercial space on approximately a 43 gross-acre site. The proposal includes the widening and construction of Chynoweth Avenue through the project site to connect with Sanchez Drive to the south. The Guadalupe River forms the northeasterly and easterly boundaries of the site.

The Santa Clara Valley Audubon Society (SCVAS) has over 2,000 members in San Jose. Our mission is to preserve, to enjoy, to restore and to foster public awareness of native birds and their ecosystems, mainly in Santa Clara County. As stewards for our biological resources, we are always concerned with any development that may impact river and riparian ecosystems and wildlife. The riparian corridor of Guadalupe Creek in the Almaden area provides habitat to a great diversity of avian species, including several rare and declining species.

Here are our scoping comments regarding the proposed project:

1. We believe that the original 1998 Environmental Impact Report for the proposed project should be set aside as stale, and a new Environmental Impact Report be prepared. This should be the correct way to examine the substantially changed project, and to analyze it in the current environmental conditions and context, unbiased by obsolete reality and by findings that are no longer relevant. A new EIR is the also the correct way to examine the proposed project within the context of changed regulations and CEQA requirements. Thus, we argue that the preparation of a SEIR for this project does not satisfy CEQA requirements.

*p. 1 of 2*

2. The project should avoid encroachment (construction activity, structures, parking, fencing, lighting, etc) into the 100-ft riparian setback of Guadalupe River. Instead of building a parking lot well within the 100-ft setback as proposed in the NOP (Exhibit C, Page 6), the project should encourage restoration and enhancement of ecological habitats in a wide riparian corridor, in accordance with the City of San Jose Riparian Corridor Policy.
3. Cumulative impacts should address biological impacts of all current and planned development along the Guadalupe River riparian and aquatic ecosystems, as well as development along other creeks and riparian ecosystems in the South Bay. This would ensure that impacts to riparian ecosystems are not fragmented and that significant impacts to this habitat and its associated wildlife are not underestimated.
4. We suggest that the NOP is erroneous in asserting that construction of impervious surface on 43 gross-acres will not change drainage conditions in the area, and that this impact should be analyzed in the EIR. The analysis should also include possible impacts to flood control capacity and infrastructure downstream of the project, especially if reinforcement of creek banks will be needed.
5. We ask that an enforceable and adequately funded mitigation and monitoring plan be prepared, and that the SEIR specifies where, in the future, all documents related to mitigation compliance will be located, so that the public may inspect them. All documentation, not just summary reports, should be considered public records.

Thank you for the opportunity to comment on the proposed Almaden/ Chynoweth Retail Center project. We ask that you keep us informed on the planned project approval timeline and process, including but not limited to all hearings and decision-making schedules. Please keep SCVAS on the notification list for the proposed project.

Sincerely,



Shani Kleinhaus, PhD.  
Environmental Advocate  
Santa Clara Valley Audubon Society  
22221 McClellan Rd.  
Cupertino, CA 95014  
[shani@scvas.org](mailto:shani@scvas.org)

*p. 2 of 2*



# DEPARTMENT OF CONSERVATION

*Managing California's Working Lands*

## DIVISION OF LAND RESOURCE PROTECTION

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEBSITE [conservation.ca.gov](http://conservation.ca.gov)

January 20, 2011

**VIA EMAIL: [Janis.Moore@SanJoseCA.gov](mailto:Janis.Moore@SanJoseCA.gov)**

Ms. Janis Moore  
City of San Jose Planning Division  
200 East Santa Clara Street, 3<sup>rd</sup> Floor  
San Jose, CA 95113-1905

Subject: Notice of Preparation for the Almaden/Chynoweth Retail Center Planned Development Rezoning (File No. PDC10-006) - SCH# 1997062105

Dear Ms. Janis Moore:

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Notice of Preparation for the Almaden/Chynoweth Retail Center Planned Development Rezoning project. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following comments and recommendations with respect to the proposed project's potential impacts on agricultural land and resources.

### **Project Description:**

The proposed project consists of a Planned Development Rezone and construction of 400,000 square feet of commercial retail space on a 43-acre site. The project site is located northeast of the Almaden Expressway and State Route 85. The project site is described in the Notice of Preparation as being currently fallow agricultural land with buildings located on the southwest corner of the parcel, which are utilized for the production and seasonal sale of agricultural products.

### **Division Comments:**

Despite being described as "fallow", the Santa Clara 2008 Important Farmland map, administered by the Farmland Mapping and Monitoring Program, designates the project site as Prime Farmland and Other Land. However, the Notice of Preparation did not include a discussion of impacts to agricultural resources. Based on the presence of Prime farmland in the project area, the Division recommends that the DEIR address the following items in order to provide a comprehensive discussion of the potential impacts of the project on agricultural resources:

### Agricultural Setting of the Project

- Location and extent of Prime Farmland, in and adjacent to the project area.
- Current and past agricultural use of the project area. Please include data on the types of crops grown, and crop yields and farm gate sales values.

To help describe the full agricultural resource value of the soils on the site, the Department recommends the use of economic multipliers to assess the total contribution of the site's potential or actual agricultural production to the local, regional, and state economies. Two sources of economic multipliers can be found at the University of California Cooperative Extension Service and the United States Department of Agriculture (USDA).

### Project Impacts on Agricultural Land

When determining the agricultural value of the land, it is important to recognize that the value of a property may have been reduced over the years due to inactivity, but it does not mean that it no longer has any agricultural value. The *inability* to farm the land for agriculture, rather than the choice not to do so, is what could constitute a reduced agricultural value. The Division recommends the following discussion under the Agricultural Resources section of the Draft EIR:

- Type, amount, and location of farmland conversion resulting directly and indirectly from project implementation and growth inducement, respectively.
- Impacts on current and future agricultural operations; e.g., land-use conflicts, increases in land values and taxes, etc.

Under California Code of Regulations Section 15064.7, impacts on agricultural resources may also be both quantified and qualified by use of established thresholds of significance. As such, the Division has developed a California version of the USDA Land Evaluation and Site Assessment (LESA) Model. The California LESA model is a semi-quantitative rating system for establishing the environmental significance of project-specific impacts on farmland. The model may also be used to rate the relative value of alternative project sites. The LESA Model is available on the Division's website at:

[http://www.consrv.ca.gov/DLRP/gh\\_les.htm](http://www.consrv.ca.gov/DLRP/gh_les.htm)



January 21, 2011

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

Attention: Janis Moore

Subject: City File No. PDC10-006 / Almaden-Chynoweth Retail Center

Dear Ms. Moore:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for a Supplemental EIR for 400,000 square feet of commercial development on 43 gross acres at the northeast corner of Almaden Expressway and SR 85. We have the following comments.

Transportation Impact Analysis (TIA) Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more new peak-hour trips. Based on the information provided on the size of the project, a TIA may be required. The TIA should include data from the most recent version of the CMP *Monitoring and Conformance Report* for CMP facilities in the study area. This document may be downloaded from [http://www.vta.org/news/vtacmp/2009\\_Monitoring\\_Report/](http://www.vta.org/news/vtacmp/2009_Monitoring_Report/). Please note that Section 7.1 – Existing Counts and Data Collection of the VTA CMP *TIA Guidelines* states that “The study should not use traffic volume data more than two years old.” The TIA should also take into account changes to the roadway system within the proposed project, as well as recent and ongoing changes to the transportation system near the project such as the current modifications to Almaden Expressway. Thank you for the opportunity to review the DSEIR NOP document. VTA will look forward to reviewing the transportation analysis reports -- for example, the TIA notification form, TIA work scope and the TIA document -- when they become available.

The updated March 2009 version of the VTA CMP *TIA Guidelines* should be used preparing the TIA for this development. This document includes updated procedures for the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways, and may be downloaded from <http://www.vta.org/news/vtacmp/0%20-%20Technical%20Guidelines/>. For more information on the *TIA Guidelines*, please call Shanthi Ganji of the Congestion Management Agency Division at 408-952-4224.

Pedestrian, Bicycle and Transit Analysis

The VTA CMP *TIA Guidelines* state that the TIA Report must include an analysis of existing transit facilities, as well as bicycle and pedestrian modes. The *TIA Guidelines* (page 41) state

### Mitigation Measures

Although direct conversion of agricultural land is often an unavoidable impact under California Environmental Quality Act (CEQA) analysis, mitigation measures must be considered. The adoption of a Statement of Overriding Consideration does not absolve an agency of the requirement to implement feasible mitigation that lessens a project's impacts. A principal purpose of an EIR is to present a discussion of mitigation measures in order to fully inform decision-makers and the public about ways to lessen a project's impacts. In some cases, the argument is made that mitigation cannot reduce impacts to below the level of significance because agricultural land will still be converted by the project, and, therefore, mitigation is not required. However, reduction to a level below significance is not a criterion for mitigation. Rather, the criterion is feasible mitigation that lessens a project's impacts. Pursuant to CEQA Guideline §15370, mitigation includes measures that "avoid, minimize, rectify, reduce or eliminate, or compensate" for the impact.

The loss of agricultural land represents a permanent reduction in the State's agricultural land resources. As such, the Department recommends the use of permanent agricultural conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land. If a Williamson Act contract is terminated, or if growth inducing or cumulative agricultural impacts are involved, the Department recommends that this ratio of conservation easements to lost agricultural land be increased. Mitigation for the loss of Prime Farmland is suggested at a 2:1 ratio due to its importance in the State of California.

Conservation easements will protect a portion of those remaining land resources and lessen project impacts in accordance with CEQA Guideline §15370. The Department highlights this measure because of its acceptance and use by lead agencies as an appropriate mitigation measure under CEQA and because it follows an established rationale similar to that of wildlife habitat mitigation.

Mitigation via agricultural conservation easements can be implemented by at least two alternative approaches: the outright purchase of easements or the donation of mitigation fees to a local, regional, or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. The conversion of agricultural land should be deemed an impact of at least regional significance. Hence, the search for replacement lands can be conducted regionally or statewide, and need not be limited strictly to lands within the project's surrounding area.

The Department also has available a listing of approximately 30 "conservation tools" that have been used to conserve or mitigate project impacts on agricultural land. This compilation report may be requested from the Division at the address or phone number

Ms. Janis Moore  
January 20, 2011  
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at the conclusion of this letter. Of course, the use of conservation easements is only one form of mitigation that should be considered. Any other feasible mitigation measures should also be considered.

Thank you for giving us the opportunity to comment on the Notice of Preparation for the Almaden/Chynoweth Retail Center Planned Development Rezoning project DEIR. Please provide this Department with the date of any hearings for this particular action, and any staff reports pertaining to it. If you have questions regarding our comments, or require technical assistance or information on agricultural land conservation, please contact Meri Meraz, Environmental Planner, at 801 K Street, MS 18-01, Sacramento, California 95814, or by phone at (916) 445-9411.

Sincerely,



Dan Otis  
Program Manager  
Williamson Act Program

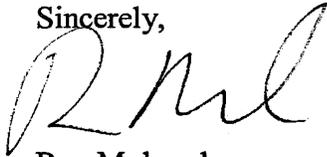
cc: State Clearinghouse

City of San Jose  
January 21, 2011  
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that the evaluation should include "Identification of facilities that provide better access to transit facilities and bus stops." Given the proximity of the project site to bus stops for VTA Local Route 64, the TIA should address the design of the project frontages and the Chynoweth Avenue/Almaden Expressway intersection (including missing sidewalk segments, missing crosswalks, and 'pork chop' islands at the intersection).

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

Sincerely,

A handwritten signature in black ink, appearing to read "R Molseed". The signature is fluid and cursive, with the first letter "R" being particularly large and stylized.

Roy Molseed  
Senior Environmental Planner

cc: Ebrahim Sohrabi, San Jose Development Services

SJ1005