

3rd Amendment

to the

DRAFT

SUBSEQUENT EIR

for the

# **ALMADEN RANCH RETAIL CENTER**

Planned Development (PD) Rezoning (PDC10-006)

SCH No. 1997062105

February, 1, 2012

# **CITY OF SAN JOSE**



## INTRODUCTION

This 3rd Amendment, which becomes a part of the Final Subsequent Environmental Impact Report (SEIR), includes responses to written comments that were received on the 2nd Amendment to the Draft SEIR. The 2nd Amendment was circulated to affected public agencies and interested parties for a 45-day public review period from December 7, 2011 to January 20, 2012. Included in this document is the 2nd Amendment notification/distribution list as well as a list of the persons and agencies who submitted written comments on the 2<sup>nd</sup> Amendment to the Draft SEIR.

The comment letters/emails, which are numbered and listed in the order they were received, are responded to individually, with the responses on the opposite page facing the comment page. The number preceding the response refers to the comment's numerical designation. Where the comments were not designated, they have been numbered consecutively.

In conformance with the CEQA Guidelines, the Final SEIR provides objective information regarding the environmental consequences of the proposed project. The FSEIR also examines mitigation measures and alternatives to the project intended to reduce or eliminate significant environmental impacts. The FSEIR is used by the City and other Responsible Agencies in making decisions regarding the project. The CEQA Guidelines require that, while the information in the FSEIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the DSEIR by making written findings for each of those significant effects. According to State Public Resources Code (§21081), no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

- (a) The public agency makes one or more of the following findings with respect to each significant effect:
  - (1) Changes or alterations have been required in, or incorporated into, the project which will mitigate or avoid the significant effects on the environment.
  - (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
  - (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities of highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.
- (b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.



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## **I. NOTIFICATION/DISTRIBUTION LIST**

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*Copies of the 2nd Amendment to the Draft SEIR were made available to:*

*State Agencies*

State Clearinghouse  
California Department of Transportation  
California Department of Fish and Game  
California Department of Conservation  
Native American Heritage Commission  
California Department of Toxic Substances Control  
CalRecycle  
California Department of Water Resources  
California Public Utilities Commission  
California Highway Patrol

*Regional and Local Agencies*

Bay Area Air Quality Management District  
Regional Water Quality Control Board  
Santa Clara Valley Transportation Authority

*Local County and/or Cities*

County of Santa Clara Roads and Airports Department

*Special Districts*

Santa Clara Valley Water District

*Organizations and/or Individuals*

James A. Leitner  
Audubon Society  
VEP Community Association  
Erickson Neighborhood Association  
Committee for Green Foothills  
Carpenters Local 405  
Mark Wolfe  
Adams, Broadwell, Joseph & Cardoza  
Adam Drake

Fifty-nine (59) individual email addresses for people who requested notification and information on the project.



## **II. PUBLIC AGENCY / ORGANIZATION COMMENT LETTERS AND RESPONSES**

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The following comment letters are numbered and listed in the order they were received. All letters are responded to individually, with the responses on the opposite page facing the comment page. The number preceding the response refers to the comment's numerical designation.



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

January 19, 2012

Janis Moore  
City of San Jose  
200 East Santa Clara Street  
San Jose, CA 95113-1905

Subject: Almaden/Chynoweth Retail Center Planned Development Rezoning (File No. PDC10-006)  
SCH#: 1997062105

Dear Janis Moore:

1. The State Clearinghouse submitted the above named Subsequent EIR to selected state agencies for review. The review period closed on January 18, 2012, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Responses to Letter No. 1, **State Clearinghouse**

1. The comment is acknowledged.

**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** SBE Subsequent EIR  
**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 an extension to Cherry Avenue through the site to connect with Sanchez Drive to the south. The 2nd Amendment includes comments and responses to comments regarding urban decay, water supply, planting in proximity to a creek, and General Plan consistency.

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**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

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**Project Location**

**County** Santa Clara  
**City** San Jose  
**Region**  
**Lat / Long** 37° 15' 30" N / 121° 52' 19" W  
**Cross Streets** State Route 85 and Almaden Expwy  
**Parcel No.** 458-16-032;458-17-006,-017,-018  
**Township** **Range** **Section** **Base**

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**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** Traffic/Circulation; Other Issues; Water Supply; Landuse; Cumulative Effects

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**Reviewing Agencies** Resources Agency; Department of Conservation; Department of Fish and Game, Region 3; Department of Parks and Recreation; Central Valley Flood Protection Board; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission; Resources, Recycling and Recovery

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**Date Received** 12/05/2011 **Start of Review** 12/05/2011 **End of Review** 01/18/2012

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Attachment to letter No. 1. No response is required.

2.



January 20, 2012

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 Ranch Retail

Dear Ms. Moore:

1. Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Second Amendment to the Draft SEIR for the Almaden Ranch Retail Center project. We have no comments at this time.

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', is written over the word 'Sincerely,'.

Roy Molseed  
Senior Environmental Planner

Responses to Letter No. 2, **Santa Clara Valley Transportation Authority**

1. The comment is acknowledged.



### **III. MASTER RESPONSES**

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There were a total of 75 comment letters on the Draft Subsequent Environmental Impact Report. Many of them commented on the same topics. The following master responses were included in the 1st Amendment to the Draft SEIR and are included again here because the comments received on the 2nd Amendment to the Draft SEIR addressed the same topics. Page numbers indicated throughout this Amendment refer to the Draft SEIR.

- A. Economic Impacts**
- B. Noise**
- C. Project Description**
- D. Transportation / Traffic**



## **A. ECONOMIC IMPACTS**

*Following are the general comments that were made on economic impacts:*

### **1. Already too much retail // Effects on existing businesses // Already empty stores**

State CEQA Guidelines Section 15131, Economic and Social Effects, does not require an economic analysis as part of the environmental review process; and economic and social effects of a project are not considered significant effects on the environment.

Although it is not considered a CEQA issue, the City has studied the need for retail space. In a September 6, 2007 memorandum, the Office of Economic Development wrote:

*“In 2004, a study of spending in San Jose revealed that retail leakage to other surrounding cities represented a reduction in expected consumer expenditures by 24 percent. While this figure has eased by significant square footage increases at major San Jose shopping centers to roughly 18 percent, the Association of Bay Area Governments’ projected employment and resident growth figures suggest that San Jose’s under-retailing may increase without intervention. With an estimated 350,000 new residents requiring additional City services in San Jose by 2030, the potential for retail leakage rising to as much as 30 percent raises significant General Fund implications. Even at present, with total taxable retail sales of \$10 billion, an 18 percent under-retailing loss represents \$1.8 billion in taxable sales and \$18 million in lost revenue that could be used to offset ongoing City deficits. Centers with major ‘anchor’ tenants generate nearly 10 times the revenue of neighborhood retail centers (\$70K per acre per year versus \$7.9K) and would, therefore, be more effective in addressing lost revenue.”*

## **B. NOISE**

*Following are the general comments that were made on noise:*

### **1. Noise will increase due to project traffic on existing roadways**

Data from the transportation impact analysis indicates that peak hour traffic volumes will increase by 12 percent or less due to the project, except along the proposed Cherry Avenue/Sanchez Drive extension and along Sanchez Drive south of the site. A 12 percent increase in traffic volumes corresponds to an increase of less than 1 dBA in the Day/Night Average Sound Level (DNL). This change in DNL is virtually imperceptible.

### **2. Traffic on the proposed Cherry Avenue/Sanchez Drive extension and on Sanchez Drive will increase noise at nearby residences**

The roadway extension will add a new source of traffic noise to residences across the Guadalupe River and increase traffic volumes along Sanchez Drive south of the site. Traffic volumes included in the Draft SEIR attribute 886 and 272 peak-hour vehicles to Cherry Avenue and Sanchez Drive, respectively, due to the project. Based on these data and measured noise levels at the site from SR 85, estimated traffic noise, in terms of DNL, will increase by less than 3 decibels at residences across the Guadalupe River and along Sanchez Drive. While this may be noticeable, the increase is less-than-significant under CEQA.

3. The project will introduce operational noise from air conditioning, garbage pickup, and similar sources

Stationary equipment schedules have not yet been determined. In accordance with the Operational Equipment-Generated Noise mitigation on page 130 of the Draft SEIR, these will be reviewed during the PD Permit design phase to identify whether noise reduction measures are needed to meet City standards. If needed, noise reduction measures may include working with tenants to select quiet equipment, introducing rooftop barriers, or locating equipment in grade level enclosures designed to reduce noise. For reference, typical rooftop mechanical equipment generates 87 dBA at three feet. Based on the distance between the buildings and residences, it is likely that noise levels from rooftop mechanical equipment will meet the City's General Plan limits without additional mitigation

Residents across the Guadalupe River may hear noise from trash collection. While audible, trash pickup is not expected to significantly increase DNL at nearby residences. To the extent feasible, project planners should attempt to locate trash collection areas and truck paths on the south side of buildings, away from residents, during the PD Permit design phase.

The revised Conceptual Site Plan shows a loading dock along the southwest façade of Building M6 (one of the two buildings north of the roadway extension). In this orientation, the proposed building will shield residences from loading/unloading activities. Building M5 does not have a loading dock; the driveway behind the building is for fire access.

Based on noise levels previously measured at other loading docks, the combination of distance and shielding is expected to reduce loading/unloading activity noise to the City's General Plan limits. This will be confirmed for the planned activities of specific tenants once they are selected in accordance with the Commercial Operational Noise mitigation on page 130 of the Draft SEIR.

Trucks accessing the loading dock will have a line-of-sight to residences while maneuvering into place. Trucks typically generate as much as 88 dBA at 50 feet: approximately 70 dBA or less at residences across the river. While noticeable, the duration of these events is not expected to increase DNL. If needed, scheduling and administrative controls may be implemented to restrict the hours of loading dock use.

## **C. PROJECT DESCRIPTION**

*Following are the general comments that were made on the project description:*

1. A Walmart store is planned for the site

There are no plans for a 24-hour Walmart store on the project site. Walmart is pursuing tenant improvements in the former Expo Design Center located on the west side of Almaden Expressway. They have not applied for a Conditional Use Permit necessary to be open 24 hours.

## **D. TRANSPORTATION / TRAFFIC**

*Following are the general comments that were made on transportation / traffic:*

### **1. There is too much traffic already in the area**

The Existing Levels of Service table (Table 14) on page 139 of the Draft SEIR shows that the intersection of Almaden Expressway and Blossom Hill Road is currently operating at Level of Service E. The other intersections along Almaden Expressway are operating at Level of Service D or better, which is within the standard.

Almaden Expressway is under the jurisdiction of the County of Santa Clara Roads and Airports Department. The County is currently implementing improvements along the expressway from Blossom Hill Road northerly to Branham Lane to improve traffic operations along the corridor. The County improvement project, which is fully described in the transportation impact analysis in Appendix I of the Draft SEIR, will add through lanes 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. The plan also includes additional turn lanes and signal modifications to address operational problems. With the County improvements in place, the level of service at the intersection of Almaden Expressway and Blossom Hill Road is expected to improve to Level D.

The transportation impact analysis includes a background scenario that accounts for other approved development that is likely to occur in the area. The most notable background projects are re-occupancy of the vacant Expo Design Center behind Best Buy and the Vision North San Jose project. During the preparation of the Draft SEIR, Walmart filed a building permit to occupy the vacant Expo Design Center building. Traffic from this vacant retail building was included in the background traffic volumes to account for future re-occupation of the building.

As stated on page 142 of the Draft SEIR, the project would have a significant traffic impact at the intersections of Almaden Expressway and Cherry Avenue and Almaden Expressway and SR 85 (North). A significant impact is defined by the City as an increase in average delay of more than four seconds during peak hours. As shown under Mitigation Measures Included in the Project on page 151 of the Draft SEIR, the project is proposing to rebuild the Almaden Expressway and Cherry Avenue intersection to add through lanes and turn lanes on the north, south, and east legs. At the intersection of Almaden Expressway and SR 85 (North) the project would build a receiving lane on the expressway for right turns from the off-ramp, which would allow the removal of the no-right-turn-on-red restriction. With these mitigation measures, both intersections would still operate at Level E, but they would operate better than under existing plus approved (background) conditions, which is the standard for mitigation.

The level of service would remain Level D under both background and project conditions, which is better than existing conditions. This is due partly to the County expressway widening project and also due to the project's planned Sanchez Drive connection. The Cherry Avenue connection to Sanchez Drive would allow some project traffic to bypass the Almaden Expressway and Blossom Hill Road intersection. Based on the project trip distribution pattern, it is estimated that approximately 100 vehicles during the a.m. peak hour and about 300 vehicles during the p.m. peak hour would use the Sanchez Drive connection instead of using Almaden Expressway to access the project site. Some existing traffic also could bypass the intersection. Based on San Jose City Model estimates, approximately 30 vehicles during the a.m. peak hour and about 50 vehicles during the p.m. peak hour would use the Sanchez Drive connection instead of using Almaden Expressway.

## **IV. GENERAL PUBLIC COMMENT LETTERS AND RESPONSES**

The following comment emails/letters are numbered and listed in the order they were received. All emails/letters are responded to individually, with the responses on the opposite page facing the comment page. The number preceding the response refers to the comment's numerical designation.

3.

**From:** Marie Rogers [mailto:marie.rogers@apics-west.org]  
**Sent:** Tuesday, December 13, 2011 12:55 PM  
**To:** Moore, Janis  
**Subject:** File Number PDC10-006

Dear Janis Moore,

**Re: Proposed Development Rezoning File Number PDC10-006**

1. I am just appalled at this proposal. This area in question is already overloaded with commercial sites and traffic and congestion.  
As a permanent resident of this area, San Jose: Almaden and Blossom Hill, I witness daily the growing traffic. It is always a struggle for parking spots and sitting in traffic jams. I am horrified that you would even consider adding to these problems.
2. In addition, more and more greenery is being cut down and eradicated because the area cannot support its own environment.  
Who is to be responsible for adding more toxins to the air? We, the residents, have to live in it and breathe it every day.
3. In the complex where I live, there are dozens of units already empty as a result of the plunge in real estate. There is plenty of real estate for sale and/or lease in this area, with many units sitting empty for a long time. DO WE REALLY NEED MORE COMMERCIAL SPACE???
4. I strongly oppose this proposal for more concrete and the destruction to more of our natural environment.

Yours truly,

**Marie Rogers, Office Manager**  
**APICS The Association for Operations Management**  
**The Santa Clara Valley Chapter**  
3150 De La Cruz Blvd, Suite 200, Santa Clara CA 95054 USA  
408.727.1125 408.727.8930  
[www.apics-west.org](http://www.apics-west.org)

Responses to Email No. 3, **Marie Rogers**

1. The comments are acknowledged. See III. Master Responses, D. Transportation / Traffic.
2. The comments are acknowledged. See section III. C. Air Quality of the Draft SEIR. 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.
3. The comment is acknowledged. See III. Master Responses, A. Economic Impacts.
4. The comment is acknowledged.

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**From:** Darya Gol [crewitivity@gmail.com]  
**Sent:** Friday, December 16, 2011 10:07 PM  
**To:** Davidson, John; Prevetti, Laurel; Moore, Janis  
**Cc:** letters@mercurynew.com; jeanne@timesmediainc.com  
**Subject:** Please don't destroy our neighborhood

Dear Mr. Davidson, Ms. Prevetti and Ms. Moore,

1. Recently we have been informed of the proposal of the development of Walmart in the Almaden-Cherry neighborhood. As you know, this area is already populated with many major stores including but not limited to, wholefoods, Costco, Best Buy as well as many other smaller stores in the Almaden Shopping center. Also, Oakridge Mall is only a few blocks away from Almaden Expressway and includes Macy's, Target and Sears which in my opinion provides the residents with enough shopping options.
2. 85 is the only freeway on this part of Almaden expressway that the residents have access to, and as you know, the proposed development site is right on the exit of 85 and Almaden. The traffic in this section of Almaden is extremely bad and we have been observing worse traffic as a result of the opening of bigger stores such as whole foods. Opening Walmart in this area will only make matters worse!
3. With the already long commutes to and from work during rush hour, the last thing we would like to see is more traffic, more pollution, more city like environment and less quality of life for the residents.
4. Please keep Almaden beautiful by keeping Walmart out.

Almaden residents  
The Gol Family

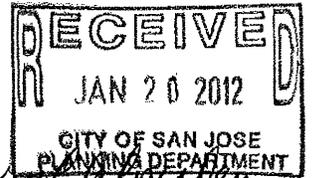
Responses to Email No. 4, **Darya Gol**

1. The comments are acknowledged. See III. Master Responses, C. Project Description.
2. The comments are acknowledged. See III. Master Responses, C. Project Description and D. Transportation / Traffic.
3. The comment is acknowledged. See III. Master Responses, D. Transportation/Traffic.
4. The comment is acknowledged. See III. Master Responses, C. Project Description.

File: PDC10-006

1065 Foxchase Dr  
San Jose, Ca 95123  
January 18, 2012

Dear Sir or Madam,



1. I am a resident of the Vineyards of Almaden. I am extremely concerned for my health and safety, my property, its value and access.
2. Many children live on our street with little place to play, so they spill out into the street. Dogs and other pets have been bit on Almaden.
3. With the increased population, the residents are denied access to Almaden Expressway North (on a regular weekly basis) from Foxchase.
  1. During the weekday morning commute
  2. most all day Saturdays due to the heavy shopping traffic in the area
  3. Due to the backlog of cars from Almaden Valley in the right lane. This is caused by the large number of cars both from Blossom Hill Road and on Northbound Almaden Expressway. The 50 MPH limit becomes life threatening. There are too many cars in this dangerous intersection already.

## Responses to Letter No. 5, **Virginia Taylor**

1. The comment is acknowledged.
2. The comment is acknowledged.
3. The project proposes to extend Sanchez Drive northward to connect with Cherry Avenue. The Sanchez Drive connection would reduce traffic on Almaden Expressway at Foxchase Drive because it would allow some existing and project-generated traffic to bypass this intersection. Also, residents of Foxchase Drive would have the option to use Sanchez Drive to access Almaden Expressway instead of using Foxchase Drive.

Based on the project trip distribution pattern, it is estimated that approximately 100 vehicles during the a.m. peak hour and about 300 vehicles during the p.m. peak hour would use the Sanchez Drive connection instead of Almaden Expressway to access the project site. Some existing traffic also would use Sanchez Drive instead of the Almaden Expressway and Blossom Hill Road intersection. 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 Road to northbound Almaden Expressway, and 2) southbound Almaden Expressway to eastbound Blossom Hill Road. Based on this percentage, it is estimated that approximately 30 vehicles during the a.m. peak hour and about 50 vehicles during the p.m. peak hour would use Sanchez Drive instead of Almaden Expressway.

The busiest time for northbound Almaden Expressway is during the morning commute. The project is a retail development that would generate very little morning traffic. No noticeable change to traffic volumes on northbound Almaden Expressway during the a.m. peak commute period is expected as a result of the project.

4. I am further concerned about the air quality in our area. Are you exposing us to poorer air quality, increased smog and the probability of us not being able to use our fireplaces?

5. With the increased population going to Ranch Almaden on Sanchez Drive, how are we going to get out of our homes?  
Enumerating:

1. the cars, no matter how many lanes turning North onto Almaden Expressway from Blossom Hill Road by Whole Foods, block us from getting out.

2. the cars from Almaden Valley also block the lane completely.

3. cars from the service station add to the confusion.

4. cars not signalling a lane change, crossing the solid line and accelerating to the new 50 MPH speed limit and Ranch Almaden will only exacerbate the situation.

6. When we try to pull out, thinking it's clear and safe on Almaden we are suddenly confronted with 2-3 or 4 cars blocking our exit. (no signal)



7. With Ranch Almoder, the traffic on Sanchez Drive will be increased allowing multitudes of cars to take shortcuts. They will all pile up on Foxchase Drive, with us waiting to enter Almoder. They will cause congestion (since there is no light there) on our street and into our neighborhood. I especially fear for the children who have no place to play, and are near the street. Our street, Foxchase Drive, is all high density housing, of apartments and condominiums. Lots of people and cars at all times. We have no place to park now. What are we going to do with this extra traffic?
8. I would like to know what you're going to do, to
- ensure we have adequate access to Almoder Expressway in a timely manner
  - ensure Fire Department, maintenance equipment and Police may reach us in a time of need.
  - prevent our increasing danger for pedestrians in the area
  - protect our children
  - reduce the noise level, especially the night time noises when trying to sleep

7. With the project, new traffic using Sanchez Drive would be either going to the project site or bypassing Almaden Expressway. No project traffic is expected to use Foxchase Drive.

Since Sanchez Drive already provides access to Foxchase Drive, extending Sanchez Drive north to Cherry Avenue would not increase the amount of existing cut-through traffic on Foxchase Drive. The Sanchez Drive connection would provide an alternative route that currently does not exist, which most likely would result in a reduction in cut-through traffic on Foxchase Drive. Reducing the total number of vehicles that use Foxchase Drive to access Almaden Expressway would provide the following:

- Improve access to Almaden Expressway for residents of Foxchase Drive
- Improve emergency vehicle access to and from Foxchase Drive
- Provide a safer environment for all residents of Foxchase Drive.

8. See response to comment No. 7 above. See III. Master Responses, B. Noise.

9. I am suggesting the following:
- a stop light be installed on Sanchez Drive intersecting with Foxchase Drive.
  - the bus stop be moved south by Chile's & U.S. Bank to help eliminate some confusion and noise on this dangerous corner & intersection.

This will also protect businesses so near the bus stop.

Recently (approximately 3:00 PM 1/18/2012) the Fire Department truck, trying to use Foxchase Drive from Sanchez Drive to Almaden Expressway North was blocked by heavy, piled up traffic.

I anxiously await your prompt reply.

Sincerely,

Virginia Taylor  
 1065 Foxchase Drive  
 San Jose, CA 95123-1110

\* If you wish to coordinate efforts with spokespersons at The Vineyards of Almaden, please contact the President/Board of Directors. Thank you.

9. A traffic signal at Sanchez Drive and Foxchase Drive would not be warranted based on existing or projected traffic volumes. The Santa Clara Valley Transportation Authority will determine the adequacy of the bus stop on Almaden Expressway south of Blossom Hill Road. Any necessary improvements will be made in conjunction with the County improvement project. The County improvement project is fully described in the Draft SEIR. In summary, the plan will add through lanes 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. The plan also includes additional turn lanes and signal modifications to address operational problems.

