CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement
JOSEPH HORWEDEL, DIRECTOR

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

File No. PP11-091, Sanitary Sewer Line Improvements for the Almaden Expressway, Coleman Road, and Husted-Richland Lines. The City of San José is proposing to replace the existing sanitary sewer lines with new sewer lines and associated improvements within sections of existing roadway rights-of-way at three locations: 1) Almaden Expressway, generally between Camden Avenue and Burnside Drive, 2) Coleman Road, between Almaden Expressway and Sentinel Street, and 3) Husted Avenue, generally between Fairglen Drive and Lincoln Avenue.

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

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

The public comment period for this draft Mitigated Negative Declaration begins on **June 13, 2012,** and ends on **July 13, 2012.**

A hearing date has not yet been scheduled for this project.

The draft Mitigated Negative Declaration, initial study, and reference documents are available online at: http://www.sanjoseca.gov/planning/eir/MND.asp#PP11-091 .

The documents are also available for review from 9:00 a.m. to 5:00 p.m. Monday through Friday at the City of San Jose Department of Planning, Building & Code Enforcement, located at City Hall, 200 East Santa Clara Street; and at the Dr. Martin Luther King, Jr. Library, located at 150 E. San Fernando Street.

For additional information, please contact John Davidson at (408) 535-7895, or by e-mail at john.davidson@sanjoseca.gov .

Joseph Horwedel, Director
Planning, Building and Code Enforcement

Circulated on: June 13, 2012

John Davidson
Deputy

MITIGATED NEGATIVE DECLARATION

The Director of Planning, Building and Code Enforcement has reviewed the proposed project described below to determine whether it could have a significant effect on the environment as a result of project completion. "Significant effect on the environment" means 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 significance.

NAME OF PROJECT: Sanitary Sewer Line Improvements for the Almaden Expressway, Coleman Road, and Husted-Richland Lines.

PROJECT FILE NUMBER: PP11-091

PROJECT DESCRIPTION: The City of San José is proposing to replace the existing sanitary sewer lines with new sewer lines and associated improvements within sections of existing roadway rights-of-way at three locations: 1) Almaden Expressway, 2) Coleman Road, and 3) Husted Avenue.

1. Almaden Expressway. This project consists of the installation and/or replacement of approximately 8,135 linear feet of sanitary sewer line within the center median island along Almaden Expressway and a small portion of Camden Avenue.

2. Coleman Road. This project consists of the installation and/or replacement of approximately 6,929 linear feet of sanitary sewer line and storm drainage line within the right-of-way of Coleman Avenue between Almaden Expressway and Sentinel Street.

3. Husted Avenue. This project consists of the replacement of approximately 6,095 linear feet of sanitary sewer line within the right-of-way of Husted Avenue between Fairglen Drive and Lincoln Avenue. This project also includes installation of approximately 685 linear feet of new sanitary sewer line within Lincoln Avenue between Husted Avenue and the Lincoln Avenue ramp to Almaden Expressway.

PROJECT LOCATION & ASSESSORS PARCEL NO.: The three project sites are located within the public rights-of way at 1) Almaden Expressway, generally between Camden Avenue and Burnside Drive, 2) Coleman Road, between Almaden Expressway and Sentinel Street, and 3) Husted Avenue, generally between Fairglen Drive and Lincoln Avenue.

COUNCIL DISTRICT: 9, 10

APPLICANT CONTACT INFORMATION: City of San Jose, Department of Public Works, Transportation and Hydraulics Services Division, 200 East Santa Clara Street, Tower 5, San Jose, CA 95113 (Janice Lee, Engineer; Phone:(408) 793-4160).

FINDING:

The Director of Planning, Building & Code Enforcement finds the project described above will not have a significant effect on the environment in that the attached initial study identifies one or more potentially significant effects on the environment for which the project applicant, before public release of this draft Mitigated Negative Declaration, has made or agrees to make project revisions that clearly mitigate the effects to a less than significant level.

MITIGATION MEASURES INCLUDED IN THE PROJECT TO REDUCE POTENTIALLY SIGNIFICANT EFFECTS TO A LESS THAN SIGNIFICANT LEVEL

I. **AESTHETICS.** The project will not have a significant impact on aesthetics or visual resources, therefore no mitigation is required.

II. **AGRICULTURE AND FOREST RESOURCES.** The project will not have a significant impact on agriculture or forest resources, therefore no mitigation is required.

III. **AIR QUALITY.** The project will incorporate all standard Best Management Practice measures during construction and will not have a significant air quality impact, therefore no mitigation is required.

IV. **BIOLOGICAL RESOURCES.** The project could have potentially significant impacts on biological resources and sensitive habitats. Mitigation measures are identified below that will reduce these potential impacts to a less-than-significant level.

1. If construction of the project occurs during the typical avian nesting season (February 1 September 30), the project proponent shall retain a qualified biologist to conduct focused preconstruction surveys for nesting birds no more than 14 days prior to initiation of construction activities in areas that may provide suitable nesting habitat within 300 feet of construction activities. If active nests are found, a suitable construction buffer shall be established by the qualified biologist (typically 300 feet) and no work shall occur within that buffer until September 30. Alternatively, a qualified biologist can conduct weekly nest checks to gauge nestling/fledgling status, and construction may proceed once fledglings have dispersed from the nest provided written concurrence is obtained from the Department of Fish and Game (DFG). No active nest shall be impacted or removed. For activities that occur outside of the nesting season (generally October 1 through February 1), preconstruction surveys are not required.

V. **CULTURAL RESOURCES.** There is some potential that excavation for the project could uncover buried archaeological resources. This impact will be reduced to a less-than-significant level with the standard measures listed below.

1. Prior to issuance of a building permit, the project proponent shall conduct subsurface investigation to determine the potential for buried archaeological resources. The project proponent shall retain a qualified archaeologist to review detailed construction plans, determine the locations of geoprobing, and implement the geoprobing program. If geoprobe samples identify resources or areas with very high likelihood to contain

archaeological resources, appropriate measures will be identified and implemented prior to construction of the project. A report of the geoprobe program and findings, including measures for any significant resources discovered, shall be completed and submitted to the City of San Jose Director of Planning, Building and Code Enforcement (PBCE).

2. The archaeologist shall submit reports, to the satisfaction of the City's Environmental Principal Planner, describing the testing program and subsequent results. These reports shall identify any program mitigation that the project proponent shall complete in order to mitigate archaeological impacts (including resource recovery and/or avoidance testing and analysis, removal and reburial of archaeological resources). If during construction it appears that the project would affect a resource potentially eligible for inclusion on the California Register of Historical Resources (CRHR), a plan to evaluate the resource shall be submitted to the City's Director of PBCE for approval. If evaluation demonstrates CRHR eligibility, a plan for mitigation of impacts to the resource shall be submitted and approved by the Director of PBCE before construction-related earthmoving is allowed to recommence inside the zone designated as archaeologically sensitive.

VI. GEOLOGY AND SOILS. The project will not have a significant impact due to geology and soils, therefore no mitigation is required.

VII. GREENHOUSE GAS EMISSIONS. The project will not have a significant impact due to greenhouse gas emissions, therefore no mitigation is required.

VIII. HAZARDS AND HAZARDOUS MATERIALS. The project may result in significant impacts associated with the presence and release of hazardous materials on the project site during construction. Mitigation measures identified below will reduce these impacts to a less-than-significant level.

1. Prior to initiation of earthwork activities, the project proponent shall perform soil testing along the planned pipeline alignments at selected locations and analytically test for pesticides, lead, and arsenic. Sampling and construction activities shall be coordinated with the San Jose Environmental Services Department. If contamination is identified in the soil samples above applicable levels, the project proponent shall prepare a Site Management Plan (SMP) to establish protocols/guidelines for the contractor including: identification of appropriate health and safety measures while working in contaminated areas; soil reuse and/or landfill disposal options for excavated trench spoils; handling of contaminated trench spoils; ground water management options if trench dewatering is required; and agency notification requirements. The SMP shall be subject to the review and approval of the City of San Jose Environmental Service Department.

2. For the Almaden Expressway alignment, if proposed trenching is anticipated to encounter groundwater in the Almaden Expressway/Camden Avenue area, the project proponent shall sample and analytically test the groundwater for contamination and develop appropriate health and safety protocols for worker safety and any disposal requirements. This could be included in the SMP identified above or as a stand alone SMP. The document shall be subject to the review and approval of the City of San José

Environmental Service Department. Prior to construction, the Santa Clara County Department of Environmental Health shall be notified of all construction activities near the service station site per the 2009 closure letter.

IX. **HYDROLOGY AND WATER QUALITY.** The project will not have a significant hydrology and water quality impact, therefore no mitigation is required.

X. **LAND USE AND PLANNING.** The project will not have a significant land use impact, therefore no mitigation is required.

XI. **MINERAL RESOURCES.** The project will not have a significant impact on mineral resources, therefore no mitigation is required.

XII. **NOISE.** The project will not have a significant noise impact, therefore no mitigation is required.

XIII. **POPULATION AND HOUSING.** The project will not have a significant population and housing impact, therefore no mitigation is required.

XIV. **PUBLIC SERVICES.** The project will not have a significant impact on public services, therefore no mitigation is required.

XV. **RECREATION.** The project will not have a significant impact on recreation, therefore no mitigation is required.

XVI. **TRANSPORTATION / TRAFFIC.** The project will not have a significant traffic impact, therefore no mitigation is required.

XVII. **UTILITIES AND SERVICE SYSTEMS.** The project will not have a significant impact on utilities and service systems, therefore no mitigation is required.

XVIII. **MANDATORY FINDINGS OF SIGNIFICANCE.** The project will not substantially reduce the habitat of a fish or wildlife species, be cumulatively considerable, or have a substantial adverse effect on human beings, therefore no mitigation is required.

PUBLIC REVIEW PERIOD

Before 5:00 p.m. on **July 13, 2012,** any person may:

1. Review the Draft Mitigated Negative Declaration (MND) as an informational document only; or

2. Submit written comments regarding the information, analysis, and mitigation measures in the Draft MND. Before the MND is adopted, Planning staff will prepare written responses to any comments, and revise the Draft MND, if necessary, to reflect any concerns raised during the public review period. All written comments will be included as part of the Final MND.

Joseph Horwedel, Director
Planning, Building and Code Enforcement

Circulation period, from June 13, 2012 to July 13, 2012

John Davidson
Deputy

Revised 5-6-11 jam

INITIAL STUDY

for the

SANITARY SEWER LINE IMPROVEMENTS
for the
ALMADEN EXPRESSWAY, COLEMAN ROAD
& HUSTED-RICHLAND LINES

City File Nos. 6403, 6391, 6447

CITY OF SAN JOSE, CALIFORNIA

June 2012

Table of Contents

Chapter 1. Background Information 1
Chapter 2. Project Description 3
Chapter 3. Environmental Evaluation 15
A. Aesthetics 17
B. Agricultural and Forest Resources 18
C. Air Quality 19
D. Biological Resources 26
E. Cultural Resources 32
F. Geology and Soils 34
G. Greenhouse Gas Emissions 36
H. Hazards and Hazardous Materials 37
I. Hydrology and Water Quality 40
J. Land Use 43
K. Mineral Resources 44
L. Noise and Vibration 45
M. Population and Housing 48
N. Public Services 48
O. Recreation 49
P. Transportation 50
Q. Utilities and Service Systems 52
R. Mandatory Findings of Significance 54
Chapter 4. References 55

List of Tables

Table 1. Summary of Project Construction Emissions 24

List of Figures

Figure 1. Regional Map 6
Figure 2. Proposed Sewer Line Replacement Alignments 7
Figure 3. Aerial Photos 10
Figure 4. Site Photos 13
Figure 5 Sensitive Receptors 21

Appendices

A. Project Plans
B. Air Quality Modeling Results
C. Special Status Species
D. Environmental Screening Analysis

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Chapter 1. Background Information

PROJECT DATA

1. **Project Title:** Sanitary Sewer Line Improvements for the Almaden Expressway, Coleman Road, and Husted-Richland Lines

2. **Lead Agency Name and Address:** City of San Jose Planning, Building and Code Enforcement, 200 E. Santa Clara Street, San Jose, CA 95113 Contact: John Davidson (408) 535-7895 John.Davidson@sanjoseca.gov

3. **Project Proponent:** City of San Jose Public Works Department, 200 East Santa Clara Street, 5th Floor, San Jose, CA 95113 Contact: Janice Lee (408) 793-4160 Janice.Lee@sanjoseca.gov

4. **Project Location:** Three sanitary sewer alignments within the City of San Jose and Santa Clara County roadway right-of-way, as follows: 1) Almaden Expressway, generally between Camden Avenue and Burnside Drive, 2) Coleman Road, between Almaden Expressway and Sentinel Street, and 3) Husted Avenue, generally between Fairglen Drive and Lincoln Avenue.

5. **Project Description:** Replacement of the existing sanitary sewer lines with new sewer lines and associated improvements within existing roadway right-of-way.

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Chapter 2. Project Description

PROJECT LOCATION

The project is located in the City of San Jose, within the following roadways: 1) Almaden Expressway, generally between Camden Avenue and Burnside Drive, 2) Coleman Road, between Almaden Expressway and Sentinel Street, and 3) Husted Avenue, generally between Fairglen Drive and Lincoln Avenue. All work is proposed within existing City of San Jose and Santa Clara County roadway right-of-way. Refer to Figures 1 and 2A-2C for project locations. Aerial photographs are presented in Figures 3A-3C. Site photos are provided in Figure 4.

PROJECT DESCRIPTION

The project plans are provided in Appendix A of this Initial Study. Location maps for each of the three alignments are provided in Figures 2A- 2C. The project proposes to replace existing sanitary sewer lines along three alignments to upgrade the existing system and maintain reliable service. The three proposed improvement projects evaluated in this Initial Study are described below.

1. Almaden Expressway Sanitary Sewer Improvement

This improvement project consists of the installation and/or replacement of approximately 8,135 linear feet (LF) of sanitary sewer line within the center median island along Almaden Expressway and a small portion of Camden Avenue (see Figure 2A). The existing median island is largely vegetated with landscaping and trees. Approximately 6,500 LF of 15-inch vitreous clay pipe (VCP) will be installed parallel to the existing 10-inch VCP line within Camden Avenue between Redmond Avenue and Almaden Expressway, and within Almaden Expressway from Camden Avenue to Greystone Creek. Between Randol Creek and Burnside Drive, approximately 1,380 LF of 8-inch VCP will be replaced with 12-inch VCP. At Randol and Greystone Creeks, jack and bore will be used to install 14-inch and 18-inch (high density polyethylene pipe) HDPE beneath the existing box culverts for the creeks, respectively.

The majority of the pipeline will be installed using open-cut trenching. Jack and bore will be used at Randol and Greystone Creeks to install the pipeline below the creeks. Jack and bore (or auger boring) is a trenchless method of drilling that utilizes a rotating cutting head and auger internal to a steel casing that is advanced hydraulically. The internal auger turns to remove soils while the hydraulics advance the casing. A launching and receiving pit are typically required to accommodate the bore equipment.

Grading estimated for the pipeline trenching is approximately 11,660 cubic yards, with an average trench depth of 14.5 feet. Launching and receiving pits will also be excavated for the jack and bore drilling. No trees will be removed although some existing shrubs may be affected. The ground surface and landscaping will be restored to its existing condition after completion of the proposed improvement project.

2. Coleman Road Sanitary Sewer Improvement

This improvement project consists of the installation and/or replacement of approximately 6,929 LF of sanitary sewer line and storm drainage line within the right-of-way of Coleman Avenue between Almaden Expressway and Sentinel Street (see Figure 2B). The majority of the pipeline replacement will be performed using trenchless methods, including auger boring and pipebursting. Open-cut

trenching will occur throughout approximately 2,667 LF of Coleman Road just west of Almaden Expressway. The proposed sewer line is replacing smaller VCP lines with 14-inch, 18-inch, and 20-inch HDPE pipeline. Approximately 400 feet to the west, at the intersection of Coleman Road and Almaden Expressway, installation of enlarged 20-inch HDPE storm drain pipelines is proposed as part of this project to accommodate the new alignment and the size of the 20-inch sanitary sewer line.

Pipebursting is a trenchless method of replacing buried pipelines. An expander head (which may be either pneumatic or hydraulic) is introduced into the defective pipeline through a launching pit. The expander head breaks the pipe into many small pieces as it travels through the pipeline toward the receiving pit, pushing the pieces into the surrounding soil. New pipe is attached to the back of the expander head to replace the line.

Grading estimated for the pipeline project is minimal, since only 2,667 LF of the proposed pipeline construction is open-trench. Launching and receiving pits for the trenchless drilling will also be required; these are typically 10 feet by 10 feet wide. The pits may be located at the manhole locations on the plans. Final details for the pits, including precise locations, would be determined by the project contractor. No trees are expected to be removed. The ground surface will be restored to its existing condition after completion of the proposed improvement project.

3. Husted – Richland Sanitary Sewer Improvement

This improvement project consists of the replacement of approximately 6,095 LF of sanitary sewer line within the right-of-way of Husted Avenue between Fairglen Drive and Lincoln Avenue. This project also includes installation of a new sanitary sewer line within Lincoln Avenue between Husted Avenue and the Lincoln Avenue ramp to Almaden Expressway. Between Fairglen Drive and Cottle Avenue, the project will replace approximately 3,480 LF of 10-inch VCP with 18-inch VCP. Between Cottle Avenue and Richland Avenue, approximately 915 LF of 12-inch VCP will be replaced with 18-inch VCP. From Richland Avenue to Lincoln Avenue, approximately 1,015 LF of 6-inch VCP will be replaced with 18-inch VCP. Approximately 685 LF of new VCP line will be installed within Lincoln Avenue between Husted Avenue and the Lincoln Avenue ramp.

The new pipeline will be installed using open-cut trenching. Grading estimated for the pipeline trenching is approximately 7,901 cubic yards, with an average trench depth of 10 feet. One tree may need removal, and will be replaced per City requirements as needed. The ground surface will be restored to its existing condition after completion of the proposed improvement project.

PROJECT SCHEDULE

Construction schedules for the proposed sewer line projects are anticipated per below:

Almaden Expressway Alignment: November 2012 – July 2013 (150 construction days)
Coleman Road Alignment: February 2013 – September 2013 (120 construction days)
Husted-Richland Alignment: June 2013 – November 2013 (120 construction days)

PROJECT OBJECTIVES

The objective of the project is to provide reliable sanitary sewer service for the City's service population by upgrading existing infrastructure.

PROJECT APPROVALS

The project will require the following approvals:

- City of San Jose – Environmental Clearance, Grading Permit, Building Permit
- County of Santa Clara – Encroachment Permit

N

Regional Map

Figure 1

- CONSTRUCT APPROX. 29 NEW SS MANHOLES

LEGEND:

INSTALL APPROX. 6,500 FEET OF 15–INCH VCP WITHIN THE MEDIAN ISLAND. NEW SEWER MAIN WILL BE PARALLEL TO EXISTING 10–INCH VCP.

JACK & BORE STEEL CASING AND INSTALL HDPE PIPE:
– RANDOL CREEK: INSTALL 105 FEET OF 14–INCH HDPE
– GREYSTONE CREEK: INSTALL 150 FEET OF 18–INCH HDPE

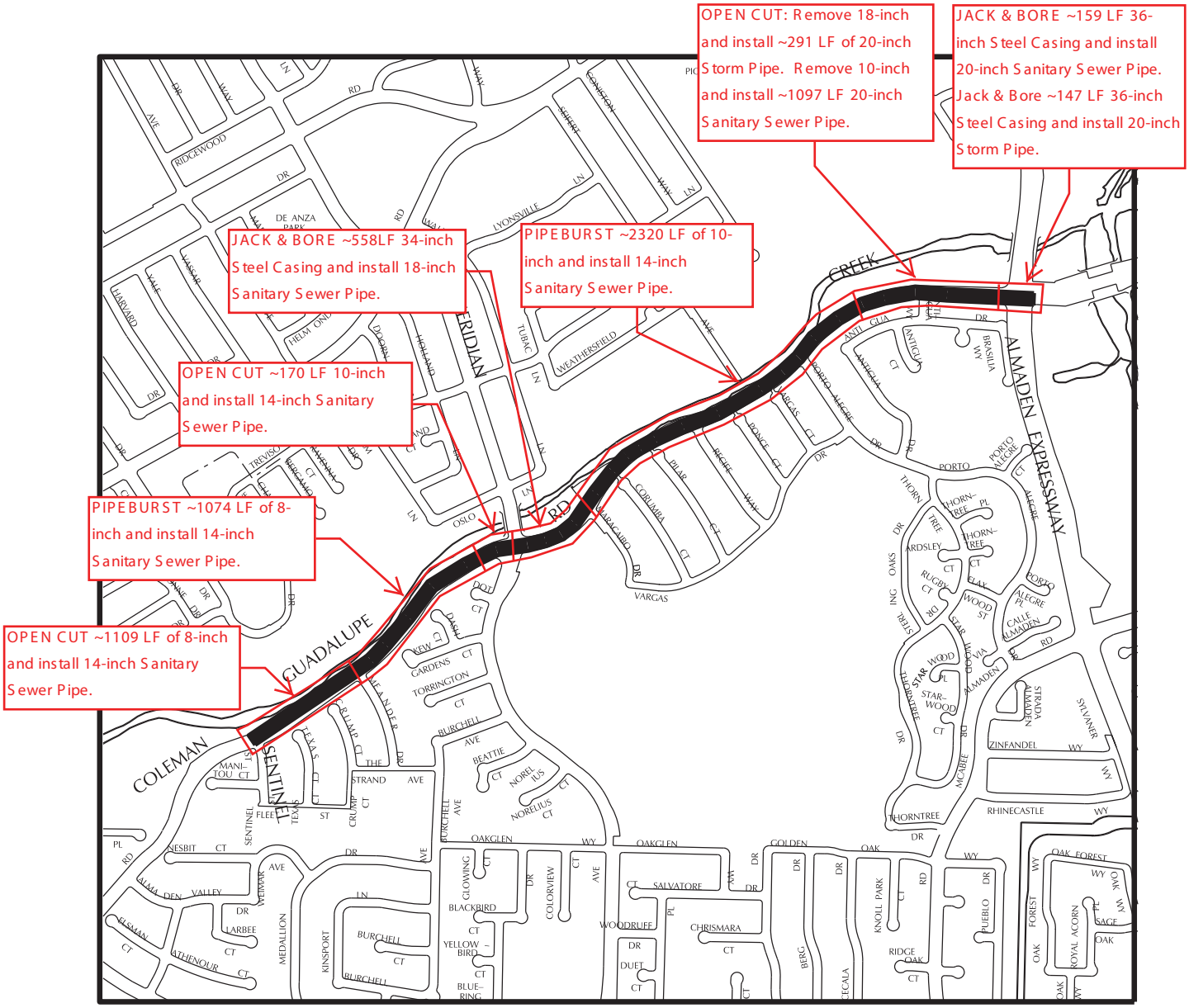
REMOVE AND REPLACE APPROX. 1,380 FEET OF 8–INCH VCP WITH 12–INCH VCP.

Source: City of San Jose, 2012

N

Proposed Sewer Line Replacement Almaden Expressway Alignment

Figure 2A



Source: City of San Jose, 2012

N

Proposed Sewer Line Replacement
Coleman Road Alignment

Figure
2B

LEGEND

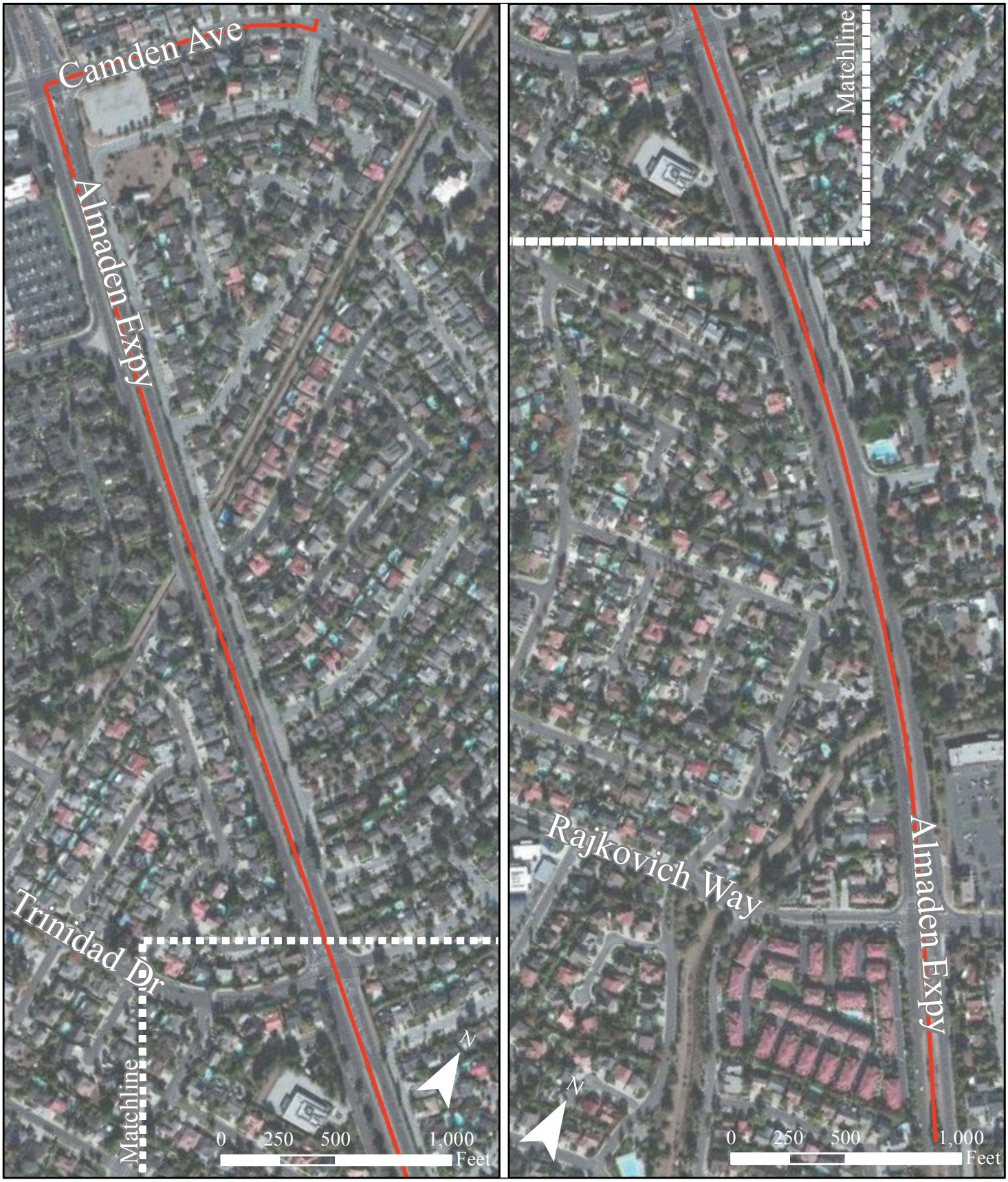
- REMOVE AND REPLACE APPROX. 3480 FEET OF 10–INCH VCP WITH 18–INCH VCP
- REMOVE AND REPLACE APPROX. 1015 FEET OF 6–INCH VCP WITH 18–INCH VCP
- REMOVE AND REPLACE APPROX. 915 FEET OF 12–INCH WITH 18–INCH VCP
- INSTALL APPROX 685 OF 18–INCH VCP NEW SEWER MAIN
- CONSTRUCT APPROX 20 NEW SS MANHOLES

Source: City of San Jose, 2012

N

Proposed Sewer Line Replacement Husted-Richland Alignment

Figure 2C



N	Aerial Map Almaden Expressway Alignment	Figure 3A

N

Aerial Map
Coleman Road Alignment

Figure
3B

N

Aerial Map
Husted-Richland Alignment

Figure
3C

Photo 1. Typical section of Almaden Expressway alignment.

Photo 2. Typical section of Almaden Expressway alignment.

Photo 3. Almaden Expressway alignment at the intersection of Rajkovich Way facing south.

Photo 4. Typical section of Coleman Road alignment.

Site Photos

Figure 4A

Photo 5. Typical section of Coleman Road alignment.

Photo 6. Typical section of Coleman Road alignment

Photo 7. Typical section of Husted-Richland alignment.

Photo 8. Typical section of Husted-Richland alignment.

	Site Photos	Figure 4B

Chapter 3. Environmental Evaluation

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors identified below are discussed within Chapter 3. Environmental Setting and Impacts. Sources used for analysis of environmental effects are listed in Chapter 4 References.

☒ Aesthetics	☐ Agricultural Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology/Soils
☒ Greenhouse Gas Emissions	☒ Hazards/Hazardous Materials	☒ Hydrology/Water Quality
☒ Land Use/Planning	☐ Mineral Resources	☒ Noise
☐ Population/Housing	☒ Public Services	☐ Recreation
☒ Transportation/Traffic	☒ Utilities/Service Systems	☒ Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____
Signature date

Leianne Humble Denise Duffy & Associates, Inc.
Printed Name for

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).

2. All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

a) Earlier Analysis Used. Identify and state where they are available for review.
b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

a) The significance criteria or threshold, if any, used to evaluate each question; and
b) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL SETTING AND IMPACTS

The following section describes the environmental setting and identifies the environmental impacts anticipated from implementation of the proposed project. The criteria provided in the CEQA environmental checklist was used to identify potentially significant environmental impacts associated with the project. Sources used for the environmental analysis are cited in the checklist and listed in Chapter 4 of this Initial Study.

A. AESTHETICS

Setting

The visual/aesthetic character of the proposed pipeline alignments is that of paved roadways within typical urban residential settings. Photos of the proposed pipeline alignments are presented in Figure 4.

Almaden Expressway is a four lane roadway with center median island, lined primarily with residences and some commercial uses. Trees and landscaping grow within portions of the roadway shoulders and median island. Masonry walls extend along both sides of the roadway in most locations.

Coleman Road is a two to four lane roadway with landscaped center median along most portions of the proposed alignment. A condominium complex is located at the northwest corner of Coleman Road and Almaden Expressway. Residential uses and masonry walls line the roadway to the south and the Guadalupe Creek corridor lies to the north.

Husted Avenue is a two lane roadway in an older residential area consisting of single family homes with landscaped yards and trees.

Impacts

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. AESTHETICS. Would the project:					
a) Have a substantial adverse effect on a scenic vista?				X	1, 2
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				X	1, 2
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X	1, 2
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?				X	1, 2
e) Increase the amount of shade in public or private open space on adjacent sites?				X	1, 2

Explanation

a) **No Impact**. The project site is not located within any City or state-designated scenic routes. Proposed pipelines will be placed underground and will not adversely affect any scenic vistas.

b) **No Impact**. Proposed pipeline installation will not adversely impact any scenic resources, including trees, rock outcroppings, and historic buildings.

c) **No Impact**. Proposed pipeline installation will not alter the visual character of the site, since the pipeline alignment will generally be restored to its existing condition after construction.

d) **No Impact**. No new exterior lighting is proposed by the project.

e) **No Impact**. Proposed pipeline installation below ground surface will not increase shade.

B. AGRICULTURAL AND FOREST RESOURCES

Setting

In California, agricultural land is given consideration under CEQA. According to Public Resources Code §21060.1, "agricultural land" is identified as prime farmland, farmland of statewide importance, or unique farmland, as defined by the U.S. Department of Agriculture land inventory and monitoring criteria, as modified for California. CEQA also requires consideration of impacts on lands that are under Williamson Act contracts. The project area is identified as "urban /built-up land" and "other land" on the Santa Clara County Important Farmlands Map.

CEQA requires the evaluation of forest and timber resources where they are present. The project site is located in an urban area that has been historically used for residential and public right-of-way. The site does not contain any forest land as defined in Public Resources Code section 12220(g), timberland as defined by Public Resources Code section 4526, or property zoned for Timberland Production as defined by Government Code section 51104(g).

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Source(s)
2. AGRICULTURAL AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) 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?				X	3

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Source(s)
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	2
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)?				X	2
d) Result in the loss of forest land or conversion of forest land to non-forest uses?				X	2
e) 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?				X	2

Explanation

a) **No Impact**. The project site is designated as urban or other land on the Important Farmlands Map for Santa Clara County and does not contain any prime farmland, unique farmland, or farmland of statewide importance.

b) **No Impact**. The project site is not zoned for agri cultural use an d does not contain lands under Williamson Act contract.

c) **No Impact**. No other cha nges to t he environm ent will occur from the proposed i mprovements that will result in conversion of farmland to non-agricultural uses.

d) **No Impact**. The project would not im pact forest resources sin ce the site does not conta in any forest land a s defined in Public Resources Code se ction 12220(g), tim berland as defined by Public Resources Code section 4526, or property zoned for Timberland Production as defined by Government Code section 51104(g).

e) **No Impact**. As per the d iscussion above, the propo sed sanitary sewer im provements will not involve chan ges in the existing envir onment th at could result in conversio n of farm land or agricultural land.

C. AIR QUALITY

Setting

The project is located wi thin the San Francisco Bay Area Air Basin. Th e Bay Area Air Quality Management District (BAAQMD) is the local agency authorized to regulate stationary air quality sources in the Bay Area. The Federal Clean Air Act and th e California Clean Air Act mandate the control and reduction of specific air pollutants. Under these Act s, the U.S. Environm ental Protection Agency and the California Air Resources Board have established am bient air q uality standards for speci fic "criteri a" pollutants, designed to p rotect public health and welfare. Primary criteria pollutants i nclude carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_X), parti culate matter (PM_{10}), sulfur dioxide (SO_2), and lead (Pb). Secondary criteria pollutants include ozone (O_3), and fine particulate matter.

The BAAQMD defines sensitive receptors as facilities where sensitive population groups are located, including residences, schools, childcare centers, convalescent homes, and medical facilities. Sensitive receptors within the project area consist of existing residences described below. Maps showing sensitive receptors within 100 meters (± 328 feet) of the site are presented in Figures 5A–5C.

Almaden Expressway Alignment. Residential uses are located along both sides of the roadway; most are separated from the roadway by masonry walls. Residential uses are also located along both sides of Camden Road along the project alignment. (Refer to Figure 5A.)

Coleman Road Alignment. Residential uses are located along the south side of the roadway; most are separated from the roadway by masonry walls. In addition, a multi-family residential development is located on the northwest corner of Coleman Road/Almaden Expressway. (Refer to Figure 5B.)

Husted-Richland Alignment. Residential uses are located along both sides of the roadway. This two-lane roadway is narrower than the other alignments, and existing single family homes are located as close 25 feet to the proposed pipeline alignment. (Refer to Figure 5C.)

Impacts

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	~~X~~	1, 4
b) Violate any air quality standard or contribute to an existing or projected air quality violation?			X		1, 4
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)?			X	~~X~~	1, 4
d) Expose sensitive receptors to substantial pollutant concentrations?			X		1, 4
e) Create objectionable odors affecting a substantial number of people?				X	1, 4

Explanation

a) **Less-than-Significant Impact**. On September 15, 2010, the BAAQMD adopted the final Bay Area 2010 Clean Air Plan (BAAQMD, 2010a). The Bay Area 2010 Clean Air Plan serves to meet the requirements of California Clean Air Act to implement "all feasible measures" to reduce ozone, particulate matter, and air toxics. The Clean Air Plan prescribes 55 control measures in five categories: Stationary Source Measures, Mobile Source Measures, Transportation Control Measures, Land Use and Local Impacts Measures, and Energy and Climate Measures. Most of these control measures do not apply to the proposed project, with the exception of the below.

N

Sensitive Receptors
Almaden Expressway Alignment

Figure
5A

N

Sensitive Receptors
Coleman Road Alignment

Figure
5B

N

Sensitive Receptors
Husted-Richland Alignment

Figure
5C

Mobile Source Control Measure C-1: Construction and Farming Equipment. This measure includes providing cash incentives to equipment owners to retrofit equipment with diesel particulate matter filters or upgrade engines. This measure also prescribes working with contractors to encourage the use of renewable alternative fuels in construction equipment.

Construction contractors installing the proposed pipelines have the option of working with the BAAQMD to apply for cash incentives for equipment upgrades, including the use of alternative fuels. The proposed pipelines are replacement/repair facilities that would not expand service and would comply with Clean Air Plan measures. The project, therefore, would not conflict with or obstruct implementation of the Bay Area 2010 Clean Air Plan.

b) **Less-than-Significant Impact**. Short-term air pollution emissions will be generated by the project during construction activities, especially excavation for the proposed pipeline. Air quality impacts were evaluated following the BAAQMD CEQA Air Quality Guidelines (BAAQMD, May 2011). Short-term construction emissions of ozone precursors (oxides of nitrogen [NOx] and reactive organic gases [ROG]), particulate matter less than 10 microns in diameter (PM10), and particulate matter less than 2.5 microns in diameter (PM2.5) were calculated (see Appendix B). Construction emissions from equipment/vehicles at the site and from vehicles traveling to and from the site were estimated using the latest version of URBEMIS2007 (version 9.2.4). The defaults in the URBEMIS2007 program were used to determine the horsepower rating and load factors of the construction equipment. Modeled emissions would be below BAAQMD thresholds as shown in Table 1.

Table 1
Summary of Project Construction Emissions

Pollutant	ROG	NOx	PM_{10} Dust	PM_{10} Exhaust	$PM_{2.5}$ Dust	$PM_{2.5}$ Exhaust	CO_2
Emissions (lbs/day)	5.42	43.30	20.03	2.14	4.19	1.97	5,544
BAAQMD Construction Threshold (lbs/day)	54	54	Implement BMPs (Note 2)	82	Implement BMPs (Note 2)	54	None

Note 1: Modeling assumed paving, export and import of cut and fill, and trenching would all occur on the worst-case day. Additional assumptions are found in Appendix B.
Note 2: Assumes that the BAAQMD's Basic Construction Mitigation Measures will be implemented.

As shown in Table 1, the project would have a less-than-significant contribution to air pollution in the San Francisco Bay Area air basin. In addition, the project contractor will implement the following standard construction measures:

- 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 visible emissions evaluator.
- 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.

c) **Less-than-Significant Impact**. The proposed project will not generate substantial new vehicle trips or otherwise result in long-term air quality impacts that would contribute to a cumulatively considerable increase of any air pollutant. As described in b) above, construction emissions would not exceed the BAAQMD significance thresholds. Additionally, the construction emissions would be temporary and the maximum daily emissions would occur for only a portion of the construction period. Since the project would emit pollutants below the thresholds of significance for an individual project, it would not result in a cumulative considerable net increase of non-attainment pollutants (PM_{10}, $PM_{2.5}$, and the ozone precursors NOx and ROG).

d) **Less-than-Significant Impact**. Diesel particulate matter and several other toxic air contaminants (TACs) can be emitted from construction activity that involves traditional diesel- powered equipment. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities (BAAQMD, 2011). This results in difficulties with producing accurate estimates of health risk. To assist with initial evaluations of health risk from construction, the BAAQMD developed a screening approach for construction. A screening health risk assessment for the TAC emissions from project construction was conducted using the BAAQMD's Screening Tables for Air Toxics Evaluation during Construction (BAAQMD, 2010b). The screening table lists the minimum distance required between the fence line of a construction site and a nearby sensitive receptor to determine that cancer and non-cancer risks associated with the project are less than significant per the BAAQMD thresholds of significance. By definition, if the distance between the project site and the receptor is greater than what is listed in the screening table for its size, the health risks are expected to be less than the BAAQMD thresholds of significance.

During construction, TAC and $PM_{2.5}$ emissions would be generated from diesel equipment. The sensitive receptors located nearest the construction site are shown in Figures 5A-5C. The project was assumed to have similar construction activities and equipment use as small industrial construction site; therefore, the industrial site scenario in the screening table was used. Based on the screening tables, a minimum offset of 100 meters (± 328 feet) from the construction site to the nearest sensitive receptor would be needed to demonstrate that impacts would be less than significant. As shown in Figures 5A-5C, the nearest sensitive receptors are existing homes along the pipeline alignments of each project. Overall, there are several hundred homes within 100 meters (328 feet) of the Almaden Expressway, Colman Road, and Husted-Richland alignment construction areas. It is probable that some of these homes operate childcare facilities (i.e., home day care). Although sensitive receptors could be exposed to increased health risks from the project (primarily from diesel particulate emissions), these exposures would be very short-term in nature because construction would not occur for more than a few weeks at any one location along the alignments. Due to the temporary nature of the exposure to diesel particulates and other

TACs, actual impacts would be less than BAAQMD thresholds and, therefore, less-than-significant. Adherence to the BAAQMD's Construction Measures will further reduce emissions.

e) **No Impact**. Proposed pipeline installation will not create any new sources of odor.

D. BIOLOGICAL RESOURCES

Setting

A biological assessment was conducted for the proposed project by Denise Duffy & Associates, Inc. (DD&A). This assessment consisted of a field visit, identification of site habitats, evaluation of the potential for sensitive biotic resources, and evaluation of project impacts. Field visits were conducted by DD&A biologists on March 21, 2012. The surveys assessed the environmental conditions of the site and its surroundings. Additionally, DD&A biologists evaluated the general habitat features and environmental constraints on the site and local vicinity to provide a basis for recommendations to minimize and avoid impacts. Habitats within the project site were characterized in the field to assess the potential project-related impacts to special-status plant and/or wildlife species and sensitive habitats.

Site Habitats

The project consists of three pipeline alignments. The habitats along these three pipeline alignments are described below.

Almaden Expressway Alignment

This alignment is located in the right-of-way of Almaden Expresssway, between Camden Avenue and Burnside Drive, and a small portion of Camden Avenue (Figure 2A). The right-of-way consists of landscaped center median, road shoulder or paved roadway. The landscaped center median is planted with ornamental or landscape plantings and is subject to a regime of horticultural maintenance. Vegetation does not exist in either the road shoulder or paved roadway. These habitat types do not provide habitat for any special-status plant or wildlife species and none are expected to occur.

The Almaden Expressway alignment crosses two streams; Randol Creek, located perpendicular to Almaden Expressway between the intersections of Rajkovich Way and Trinidad Drive, and Greystone Creek, located perpendicular to Almaden Expressway between the intersections of Trinidad Drive and Crown Boulevard. Each of these stream crossings has been culverted beneath the right-of-way for Almaden Expressway. The sanitary sewer improvements will be installed using trenchless techniques beneath the existing culverts to avoid any sensitive wetland and/or riparian habitat associated with the creeks.

Coleman Road Alignment

This alignment is located within the right-of-way of Coleman Road between Almaden Expressway and Sentinel Street (Figure 2B). The majority of the sanitary sewer improvement will be performed using trenchless methods, including auger boring and pipebursting. Habitat within the Coleman Road right-of-way is classified as roadway pavement or maintained road shoulder. These habitat types do not provide habitat for any special-status plant or wildlife species and none are expected to occur.

The Coleman Road Alignment is adjacent to Guadalupe Creek. Habitat surrounding Guadalupe Creek is classified as riparian. Riparian habitat provides important habitat for aquatic invertebrates, fish, amphibians, birds and mammals. The limits of the proposed project will not exceed the existing right-of-way of Coleman Road; therefore, the project will have no direct impacts to the riparian habitat adjacent to the site. The project will be required to adhere to the best management practices of the City of San Jose, which will preclude the project from indirectly impacting, through erosion or run-off, Guadalupe Creek or the surrounding riparian habitat.

Husted Avenue Alignment

This alignment is located within the right-of-way of Husted Avenue from Lincoln Avenue to Fairglen Avenue. This project also includes installation of a new sanitary sewer line within Lincoln Avenue between Husted Avenue and the Lincoln Avenue ramp to Almaden Expressway. The right-of-way for Husted Avenue and Lincoln Avenue are either paved roadway or maintained road shoulder. The road shoulder and paved roadway are devoid of any vegetation. These habitat types do not provide habitat for any special-status plant or wildlife species and none are expected to occur.

Sensitive Habitats

Sensitive habitats include riparian corridors, wetlands, areas of high biological diversity, areas supporting rare or special-status wildlife habitat, and unusual or regionally restricted habitat types. Habitat types considered sensitive include those listed on the California Natural Diversity Database (CNDDB) working list of high priority and rare natural communities, those that are critical habitat in accordance with the Endangered Species Act (ESA), and those that are defined as Environmentally Sensitive Habitat Areas (ESHA) under the California Coastal Act.

Section 404 of the Clean Water Act established a program to regulate the discharge of dredged or fill material into "navigable waters of the United States." The Rivers and Harbors Act of 1899 defined navigable waters of the United States as "those waters that are subject to the ebb and flow of the tides and/or are presently used, or have been used in the past, may be susceptible to use to transport interstate or foreign commerce." The Clean Water Act built on this definition and defined waters of the United States to include tributaries to navigable waters, interstate wetlands, wetlands which could affect interstate or foreign commerce, and wetlands adjacent to other waters of the United States. The program is jointly administered by the U.S. Army Corps of Engineers (Corps) and the Environmental Protection Agency (EPA). The Corps is responsible for the day-to-day administration and permit review, and EPA provides program oversight.

Wetlands are also considered sensitive habitat by the California Department of Fish and Game (DFG). The DFG has not officially adopted regulations or statutes pertaining to wetlands. However, Fish and Game Code charges the DFG with executing Streambed Alteration Agreements. Fish and Game Code pertains to the protection of water quality but does not charge DFG with additional permitting responsibilities. As designated a Trustee and/or Responsible Agency per CEQA §15386 and §15381, DFG reviews and comments on documents produced by the lead agencies.

The project alignments and adjacent areas were evaluated for the presence of sensitive habitats. Riparian habitat and wetland associated with Guadalupe Creek occurs adjacent to the Coleman Road alignment. Additionally, riparian and wetland habitat associated with Randol Creek and Greystone Creek occur adjacent to the Almaden Expressway alignment. All construction activities will be confined to the City and County right-of-way for each roadway. Best management practices will be enforced during all construction activities. For the preceding reasons no impacts are expected to occur to these adjacent

sensitive habitats. No sensitive habitats were observed within the limits of all three alignments and no sensitive habitats are expected to occur. No impacts are expected to occur to sensitive habitats as a result of this project.

Special-Status Species

Special-status species are those plants and animals that have been formally listed or proposed for listing as endangered or threatened, or are candidates for such listing under the ESA or the California Endangered Species Act. Plants identified on the California Native Plant Society Lists 1A and 1B are also treated as special-status species. In addition, DFG "species of special concern" are considered special status species. All raptor nests are protected by DFG Code, and all migratory birds are protected by the Federal Migratory Bird Treaty Act (MBTA). Impacts to these species are typically considered significant under CEQA.

Special-Status Plant Species

A list of special-status plant species known or that have the potential to occur in the vicinity of the project, along with their legal status, habitat requirements, and brief statement of the likelihood to occur, is presented in Appendix C. The species presented in this list were developed using the CNDDB data for four USGS quadrangles: Los Gatos, Santa Teresa Hills, San Jose East and San Jose West.

No special-status plant species were observed within the project area during the site visit. The project is confined to paved roadways and maintained/landscaped road shoulders or medians. No vegetation exists on the paved roadways and the maintenance regime associated with the landscaped medians and maintained road shoulders precludes the presence of any special-status plant species. Therefore, no special-status plants are expected to occur on the project site.

Special-Status Wildlife Species

A list of special-status wildlife species is presented in Appendix C. The species presented in this list were developed using the CNDDB data for the USGS quadrangles mentioned above. No special-status wildlife species were observed within the project area during the site visit. Several large riparian trees, including California sycamore (*Platanus racemosa*), coast live oak (*Quercus agrifolia*), elderberry (*Sambucus* sp.) and Freemont cottonwood (*Populus fremontii*) occur adjacent to the Coleman Road alignment, associated with riparian habitat which encloses Guadalupe Creek. Additionally there are several ornamental or landscaping trees adjacent to the Almaden Expressway and Husted-Richland alignments. These trees provide nesting habitat for several raptor species, which are protected by DFG code, and other avian species that are protected by the MTBA.

Nesting Avian Species

Avian species and their nests are protected under DFG Code and the MBTA, and some are also designated as state species of special concern. While the life histories of these species vary, overlapping nesting and foraging similarities (approximately February through August) allow for their concurrent discussion. Most avian species are breeding residents throughout most of the wooded portions of the state. Stands of live oak, riparian deciduous, or other forest habitats, as well as open grasslands, are used most frequently for nesting. Many avian species hunt in open woodland and habitat edges.

Examples of species that have the potential to nest adjacent to the project site include, but are not limited to, American robin (*Turdus migratorius*), dark-eyed junco (*Junco hyemalis*), downy woodpecker

(*Picoides pubescens*), song sparrow (*Melospiza melodia*) and western scrub-jay (*Aphelocoma californica*).

Some historical, inactive nests were observed adjacent to the project site during the project site visit; no active nests were observed within the project site or immediately adjacent to the project site. Although no active nests were observed during the site visit, trees immediately adjacent to the project site provide suitable nesting habitat for several avian species.

Nesting Raptors

Raptors and their nests are protected under DFG Code and MBTA. While the life histories of these species vary, overlapping nesting and foraging similarities (approximately February through August) allow for their concurrent discussion. Most raptors are breeding residents throughout most of the wooded portions of the state. Stands of live oak, riparian deciduous, or other forest habitats, as well as open grasslands, are used most frequently for nesting. Breeding occurs February through August, with peak activity May through July. Prey for these species includes small birds, small mammals, and some reptiles and amphibians. Many raptor species hunt in open woodland and habitat edges. Raptor species with the potential to occur adjacent to the project site include, but are not limited to, red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), Swainson's hawk (*Buteo swainsoni*), and white-tailed kite (*Elanus leucurus*).

Some historical inactive nests were observed during the project site visit, though no active nests were observed within the project site or immediately adjacent to the project site. A red-tailed hawk was observed roosting on a light pole at the intersection of Meridian Avenue and Coleman Road, within the Coleman Road alignment project site. Although no active nests were observed during the site visit, trees immediately adjacent to the project site provide suitable nesting habitat for raptors.

Habitat Conservation Plans

The Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) is currently being prepared for the Santa Clara Valley. The HCP/NCCP is a regional partnership between six local partners (Santa Clara County, Santa Clara Valley Transportation Authority, Santa Clara Valley Water District, and the Cities of San Jose, Gilroy and Morgan Hill) and two wildlife agencies (California Department of Fish and Game and U.S. Fish and Wildlife Service). An administrative draft version of the HCP/NCCP is currently available for review; the HCP/NCCP process is anticipated to be completed in 2012. The HCP/NCCP will address listed species and species that are likely to become listed during the plan's 50-year permit term. Species of concern include, but are not limited to, the California tiger salamander, California red-legged frog, Western burrowing owl, Bay checkerspot butterfly, and a number of species endemic to serpentine grassland and scrub. 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.

Impacts

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
4. BIOLOGICAL RESOURCES. Would the project:					
a) 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?		X			1, 2, 5
b) 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?				X	1, 2, 5
c) 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?				X	1, 2, 5
d) 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?				X	1, 2, 5
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X	2, 5
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?				X	2, 5

Explanation

a) **Less-than-Significant Impact with Mitigation.** No special-status plant species were observed during the biological assessment and field visits conducted for the project site and none are expected to occur. However, raptors and other nesting avian species have some potential to occur adjacent to the Coleman Road alignment in the riparian habitat associated with Guadalupe Creek. Also, mature trees adjacent to the Almaden Expressway and Husted-Richland alignments provide suitable nesting habitat. Despite the disturbed nature of the site, there remains the potential for raptors and other avian species to nest in these trees. Raptors, other avian species and their nests are protected under the Migratory Bird Treaty Act of 1918 and DFG Code Sections 3503 and 3503.5. Construction activities including vegetation removal, grading, trenching and drilling within all areas of the project may potentially result in impacts to raptors and other nesting avian species. Mitigation is identified below to reduce these potential impacts to a less-than-significant level.

Mitigation Measures

BIO1 If construction of the project occurs during the typical avian nesting season (February 1 – September 30), the project proponent shall retain a qualified biologist to conduct focused preconstruction surveys for nesting birds no more than 14 days prior to initiation of construction activities in areas that may provide suitable nesting habitat within 300 feet of construction activities. If active nests are found, a suitable construction buffer shall be established by the qualified biologist (typically 300 feet) and no work shall occur within that buffer until September 30. Alternatively, a qualified biologist can conduct weekly nest checks to gauge nestling/fledgling status, and construction may proceed once fledglings have dispersed from the nest provided written concurrence is obtained from DFG. No active nest shall be impacted or removed. For activities that occur outside of the nesting season (generally October 1 through February 1), preconstruction surveys are not required.

b) **No Impact**. The Coleman Road alignment is located adjacent to riparian habitat associated with Guadalupe Creek and the Almaden Expressway alignment is crossed by the culverts for Greystone and Randol Creeks, no riparian habitat or other sensitive habitat occurs within the limits of the project. Best management practices required during construction by the City of San Jose will ensure that run-off and erosion will not indirectly impact the riparian habitat adjacent to the project site. No sensitive habitats, therefore, will be directly or indirectly impacted by the project and no further mitigation is required.

c) **No Impact.** The Coleman Road alignment is located adjacent to Guadalupe Creek and the Almaden alignment crosses the culverts for Greystone Creek and Randol Creek. However, no federally protected jurisdictional waters occur within the limits of the proposed alignments. Best management practices required during construction by the City of San Jose will ensure that runoff and erosion will not indirectly impact the federally protected wetland associated with Guadalupe Creek adjacent to the Coleman alignment (see I. Hydrology and Water Quality). The culverts that transport Greystone Creek and Randol Creek beneath Almaden Expressway will be avoided by utilizing trenchless drilling techniques (specifically jack and bore). No federally protected wetlands will be directly or indirectly impacted by the project and no further mitigation is required.

d) **No Impact**. No native resident or migratory wildlife corridors or nursery sites were identified within the project site. The project, therefore, is not expected to impact or 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.

e) **No Impact.** The proposed project does not conflict with any local policies or ordinances protecting biological resources. The project will avoid existing trees to the greatest extent and is not expected to require limbing or tree removal. In the unexpected event that a tree is removed during construction, it will be replaced in accordance with the City of San Jose tree removal requirements.

f) **No Impact**. The project site is located within the boundaries of the Santa Clara Valley HCP/NCCP; however, since the project would not affect listed species, it would not conflict with the provisions of the HCP/NCCP.

E. CULTURAL RESOURCES

Setting

A Cultural Resources Study for the project was prepared by Holman & Associates (March 2012). This study included an historical resources records search, archaeological surface reconnaissance, and resource potential evaluation. The report is on-file with the City Department of Planning, Building and Code Enforcement.

Surface reconnaissance of the project alignments were conducted by Holman & Associates in March 2012. This survey found little or no native soil surface available for inspection, since the alignments extend through developed areas in streets or medians long in place and completely disturbed. The impacted areas of the Coleman Road and Husted-Richland alignments are paved or covered by medians consisting of landscaping, gravel, or concrete. The Almaden Expressway alignment extends primarily in the expressway median, which is planted with trees and shrubs and throughly disturbed on the surface. Due to these factors, the surface reconnaissance was deemed inadequate to detect the presence/absence of prehistoric archaeological resources.

An historical resources records search was conducted by Holman & Associates at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) at Sonoma State University. The historical resources records search and local archaeological record showed that the three project alignments traverse areas of medium to high archaeological sensitivity, with the Almaden and Coleman alignments running through or immediately adjacent to recorded prehistoric archaeological sites. The likelihood of encountering historical archaeological resources appears to be lower. Recorded historic structures and features would not be affected by the project since the pipelines would be completely below the ground surface in paved streets upon completion.

The cultural resources evaluation concludes that the three pipeline alignments are within archaeologically sensitive zones, due to topography, proximity to watercourses, proximity to small to large bedrock outcrops (especially the Santa Teresa Hills, but also the lower hills near Coleman Road), and location of nearby recorded archaeological resources. The Almaden Expressway alignment and Coleman Road alignment are considered of high archaeological sensitivity. The Husted–Richland Project is considered of medium or medium-high archaeological sensitivity due to the proximity of the Guadalupe River; not rating it as highly sensitive was primarily to the lack of archaeological research in the immediate vicinity.

Impacts

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
5. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA 15064.5?			X		6
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA 15064.5?		X			6
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X	1

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
d) Disturb any human remains, including those interred outside of formal cemeteries?			X		1

Explanation

a) **Less-than-Significant Impact**. Historic structures and features would not be affected by the project, since the pipelines would be completely below the ground surface upon completion.

b) **Less-than-Significant Impact with Mitigation**. The cultural resources evaluation concluded that the three pipeline alignments are located within archaeologically sensitive zones, due to topography, proximity to watercourses, proximity to small to large bedrock outcrops, and location of nearby recorded archaeological resources. The study, therefore, recommended that the project implement a program of subsurface testing to the maximum depth of the pipeline excavation. Geoprobing was the recommended method for testing, with the results of the geoprobing used to determine appropriate measures for protection of resources identified.

Construction of the project would result in potentially significant impacts to buried archaeological resources that will be reduced to a less-than-significant level with the following mitigation.

Mitigation Measures

CR1 Prior to issuance of a building permit, the project proponent shall conduct subsurface investigation to determine the potential for buried archaeological resources. The project proponent shall retain a qualified archaeologist to review detailed construction plans, determine the locations of geoprobing, and implement the geoprobing program. If geoprobe samples identify resources or areas with very high likelihood to contain archaeological resources, appropriate measures will be identified and implemented prior to construction of the project. A report of the geoprobe program and findings, including measures for any significant resources discovered, shall be completed and submitted to the City of San Jose Director of Planning, Building and Code Enforcement (PBCE).

The archaeologist shall submit reports, to the satisfaction of the City's Environmental Principal Planner, describing the testing program and subsequent results. These reports shall identify any program mitigation that the project proponent shall complete in order to mitigate archaeological impacts (including resource recovery and/or avoidance testing and analysis, removal and reburial of archaeological resources). If during construction it appears that the project would affect a resource potentially eligible for inclusion on the California Register of Historical Resources (CRHR), a plan to evaluate the resource shall be submitted to the City's Director of PBCE for approval. If evaluation demonstrates CRHR eligibility, a plan for mitigation of impacts to the resource shall be submitted and approved by the Director of PBCE before construction-related earthmoving is allowed to recommence inside the zone designated as archaeologically sensitive.

c) **No Impact**. The project will not impact any known paleontological resources.

d) **Less-than-Significant Impact**. Though unlikely, human remains could be encountered during excavation activities. As a part of the development permit approval, the project will conform to the following standards:

- As required by County ordinance, the project shall incorporate the following guidelines 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 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 this State law, then the land owner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

F. GEOLOGY AND SOILS

Setting

Soil borings were taken for each of the proposed pipeline alignments to identify the specific soil/geotechnical characteristics for project design. Results of the borings indicate that subsurface soils in the project area(s) consist of a mix of clays, sands, and gravels.

The project site is located within the seismically active San Francisco Bay Area. Active fault systems within the project region include the San Andreas, Calaveras, and Hayward. The project alignments, however, are not located on any active faults.

Impacts

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
6. GEOLOGY AND SOILS. Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a know earthquake fault, as delineated 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?				X	1, 2
ii) Strong seismic ground shaking?			X		1, 2
iii) Seismic-related ground failure, including liquefaction?			X		1, 2
iv) Landslides?				X	1, 2
b) Result in substantial soil erosion or the loss of topsoil?			X		1, 2

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
c) 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?				X	1, 2
d) 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?				X	1, 2
e) 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?				X	1, 2

Explanation

ai) **No Impact**. Surface rupture occurs along lines of previous faulting. The project alignments are not located on any faults and are not subject to rupture. In addition, the project alignments are not mapped within an Alquist-Priolo Earthquake Fault Zone.

aii) **Less-than-Significant Impact**. Due to its location in a seismically active region, proposed pipelines may be subject to strong seismic ground shaking during their design life in the event of a major earthquake on any of the region's active faults. Seismic impacts will be minimized by using standard engineering and construction techniques in compliance with the requirements of the California and Uniform Building Codes for Seismic Zone 4.

aiii) **Less-than-Significant Impact**. As described above, the proposed pipelines may be subject to strong ground shaking in the event of a major earthquake. Impacts associated with these hazards will be minimized by using standard engineering and construction techniques in compliance with the requirements of the California and Uniform Building Codes for Seismic Zone 4.

aiv) **No Impact**. The project area has no appreciable vertical relief and will not be subject to landsliding.

b) **Less-than-Significant Impact**. The pipelines will require excavation where open trenching is proposed and launching/receiving pits are required (i.e., for trenchless drilling). Site disturbance activities may result in a temporary increase in erosion; however, the project proponent will be required to conform to all legal requirements for avoiding erosion and sedimentation to protect water quality. This includes preparation of a Storm Water Pollution Protection Plan and use of Best Management Practices. The Coleman Road project and portions of the Almaden Expressway alignment will use trenchless drilling methods. None of these activities are expected to result in substantial soil erosion or the loss of topsoil. Refer also to the discussion in I. Hydrology and Water Quality of this Initial Study.

c) **No Impact**. The pipeline alignments are not subject to landslide, lateral spreading, subsidence, or collapse.

d) **No Impact**. Subsurface borings were taken as part of the design process for each of the three pipeline alignments. None of the pipeline alignments are located on expansive soils.

e) **No Impact**. The project does not involve any septic systems.

G. GREENHOUSE GAS EMISSIONS

Setting

Various gases in the earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. Solar radiation enters the atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, the radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect, or climate change, are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for enhancing the greenhouse effect. In California, the transportation sector is the largest emitter of GHGs.

Impacts

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Source(s)
7. GREENHOUSE GAS EMISSIONS. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		1, 4
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		1, 4

Explanation

a) **Less-than-Significant Impact**. Given that the project is essentially a repair and replacement project with no expansion in services, it would not generate substantial GHG emissions. The City has recently adopted a GHG Strategy in conjunction with the Envision San Jose 2040 General Plan update that includes policies and measures to reduce GHG emissions. Adoption of a GHG Strategy provides environmental clearance for GHG impacts of proposed development per the BAAQMD CEQA Guidelines and CEQA Guidelines Section 15183.5. The project is consistent with the Envision San Jose 2040 General Plan and GHG Strategy; therefore, it would have a less-than-significant impact for GHG emissions.

b) **Less-than-Significant Impact**. As described above, the project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

H. HAZARDS AND HAZARDOUS MATERIALS

Setting

Environmental screening of potential soil and ground water quality concerns along the three proposed sanitary sewer pipeline alignments was conducted by Belinda P. Blackie, P.E., R.E.A (March 2012). The purpose of this environmental screening was to evaluate the proposed alignments for the possible presence of impacted soil and/or ground water that could affect construction of the pipelines through worker health and safety issues or soil off-haul and disposal. This assessment is provided in Appendix D and included the following tasks:

- Visual survey of the developments adjoining the pipeline alignments.
- Review of historical aerial photographs and topographic maps available on-line.
- Review of the State Water Resources Control Board (SWRCB) Geotracker, California Department of Toxic Substances Control (DTSC) Envirostor and Santa Clara County Environmental Health Department (SCCEDH) Local Oversight Program (LOP) on-line databases for adjoining developments identified as having the potential to use, handle and/or store hazardous substances.

Almaden Expressway Alignment. The Almaden alignment is located adjacent to residential development to the northeast and southwest, with commercial development interspersed at several locations. The survey identified six facilities with the potential for historical or current hazardous substance use, handling and/or storage in the area, including gas stations, assorted retail businesses, and a corp yard (see Appendix D).

Coleman Road Alignment. The Coleman alignment is located adjacent to residential development to the south and riparian land of Guadalupe Creek to the north. No facilities appearing likely to use, handle and/or store hazardous substances were observed adjoining the Coleman alignment.

Husted - Richland Alignment. The Husted-Richland alignment is located adjacent to residential development to the north and south. No facilities appearing likely to use, handle and/or store hazardous substances were observed along this alignment.

Survey of historic photos indicates that from as early as the late-1940s through the 1960s and 1970s, the majority of the properties adjoining the three alignments was cultivated primarily with orchards and to some field crops. Standard agricultural practices may have included the application of agricultural chemicals, including DDT and lead arsenate. These compounds may remain present in near-surface native soils along the proposed alignments.

Addresses for facilities of potential concern identified along the Almaden pipeline alignment were researched on-line on the Geotracker database maintained by SWRCB, the Envirostor Database maintained by the DTSC, and the LOP database maintained by the SCCEHD. The immediate vicinity of the three alignments also was reviewed on the Geotracker mapping system to evaluate any open release cases that were unable to be identified through at the time of the reconnaissance. Many of the addresses had no files in the databases. A summary of the information obtained for those addresses with files is provided in Appendix D. Two sites were found to be of concern, as summarized below.

Tosco Facility #5550/ Unocal #5550 (6499 Camden Avenue). This service station has been an open fuel release site on two occasions, receiving closure from the RWQCB and LOP both in 2004 and 2009. The service station also is an open-inactive solvent release site with the RWQCB. The current and former

USTs were not located adjacent to the proposed Almaden alignment. Total petroleum hydrocarbons as gasoline (TPHg), total petroleum hydrocarbons as diesel (TPHd), oil and grease, benzene, toluene, ethylbenzene and xylenes (BTEX), heavy metals, perchloroethylene (PCE) and dichlorobenzene (DCB) reportedly remain present in soil beneath the facility. TPHg and PCE reportedly remain present in ground water at the facility, with the PCE plume extending to the northeastern facility boundary and likely beneath Almaden Expressway. Ground water is reported at depths of 13 to 20 feet in this area. The 2009 closure letter for the service station stated that the LOP and the appropriate planning and building departments were to be contacted if subsurface construction activities were planned in the vicinity of the former USTs.

Pacific Bell Corp Yard (6801 Almaden Road). The facility is a closed fuel release site, having received closure from the SCVWD in 1993. At the time of closure, only low concentrations of toluene were detected in soil; ground water quality was not evaluated since it was not encountered. Additional soil sampling conducted during UST piping upgrade in 2005 detected low concentrations of TPHd. One 10,000-gallon diesel UST was present at the front of the facility at that time.

Impacts

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
7. HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		1, 2, 7
b) 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?		X			7
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?			X		7
d) 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?			X		7
e) 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?				X	1, 2
f) 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?				X	1
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	1

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
h) 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?				X	1

Explanation

a) **Less-than-Significant Impact**. The project does not involve the routine transport, use, or disposal of hazardous materials.

b) **Less-than-Significant Impact with Mitigation**. Historic agricultural practices along the proposed pipeline alignments may have involved agricultural chemicals including DDT and lead arsenate, which have the potential to remain present in near-surface native soils along the proposed alignments. Contaminated soils, if present, could pose a threat to worker health and safety and the environment. This represents a potentially significant impact; see mitigation below.

In addition, the service station located at 6499 Camden Avenue near the Almaden Expressway pipeline alignment (southwest of the intersection of Camden Avenue/Almaden Expressway) has been documented as having a plume of PCE in ground water that appears likely to extend towards the northeast and possibly beneath a portion of the alignment. If ground water is anticipated to be encountered during the pipeline excavation, contamination could pose a threat to worker health/safety and the environment. The 2009 closure letter for the service station stated that the LOP and appropriate agencies be contacted if subsurface construction activities were planned in the vicinity of the service station. This represents a potentially significant impact that can be reduced to a less-than-significant level with implementation of the mitigation below.

Mitigation Measures

HAZ1 Prior to initiation of earthwork activities, the project proponent shall perform soil testing along the planned pipeline alignments at selected locations and analytically test for pesticides, lead, and arsenic. Sampling and construction activities shall be coordinated with the San Jose Environmental Services Department. If contamination is identified in the soil samples above applicable levels, the project proponent shall prepare a Site Management Plan (SMP) to establish protocols/guidelines for the contractor including: identification of appropriate health and safety measures while working in contaminated areas; soil reuse and/or landfill disposal options for excavated trench spoils; handling of contaminated trench spoils; ground water management options if trench dewatering is required; and agency notification requirements. The SMP shall be subject to the review and approval of the City of San Jose Environmental Service Department.

HAZ2 For the Almaden Expressway alignment, if proposed trenching is anticipated to encounter groundwater in the Almaden Expressway/Camden Avenue area, the project proponent shall sample and analytically test the groundwater for contamination and develop appropriate health and safety protocols for worker safety and any disposal requirements. This could be included in the SMP identified above or as a stand alone SMP. The document shall be subject to the review and approval of the City of San Jose Environmental Service Department. Prior to construction, the Santa Clara County

Department of Environmental Health shall be notified of all construction activities near the service station site per the 2009 closure letter.

c) **Less than Significant Impact.** There are several schools within ¼ mile of the proposed alignments; however, the project will not result in the release of hazardous materials with implementation of mitigation. Refer to discussion b) above.

d) **Less-than-Significant Impact**. The project alignments are not located on a list of hazardous materials sites per Government Code Section 65962.5 (Cortese list).

e) **No Impact**. The project site is not located within two miles of any airports and the proposed improvements will not otherwise create a safety hazard for people in the project area.

f) **No Impact**. The project site is not located near an airstrip.

g) **No Impact**. The project will not interfere with any emergency response or evacuation plans.

h) **No Impact**. The project would not expose people or structures to risk from wildland fires.

I. HYDROLOGY AND WATER QUALITY

Setting

The Federal Emergency Agency's Flood Insurance Rate Maps (FIRM) were reviewed for the three proposed pipeline alignments. The results are summarized below:

Almaden Expressway Alignment. This alignment crosses two culverted streams, Greystone Creek and Randol Creek. A small portion of the alignment is located in flood zone A (100-year floodplain) where it crosses Greystone Creek. Randol Creek is contained in the culvert and does not present flooding hazards at the Almaden Expressway crossing.[1]

Coleman Road Alignment. This alignment is located adjacent to the Guadalupe Creek corridor. Portions of the north shoulder of the roadway where the pipeline is proposed (i.e., between Maracaibo and Sentinel) may be located in flood zone A (100-year floodplain) for Guadalupe Creek.[2]

Husted – Richland Alignment. Although this alignment is not located adjacent to any waterways, the west portion of the Husted Avenue alignment is located in zone AO, subject to shallow flooding from the 100-year flood (to approximately one foot).

Although all three alignments have portions located within the 100-year flood zone; the proposed pipelines would not expose people to flooding, since no habitable structures are proposed. In addition, the pipelines are proposed underground and will not impede flood flows.[3]

The discharge of storm water from the City's municipal storm sewer system is regulated primarily under the federal Clean Water Act (CWA). Under the CWA, the State Water Resources Control Board issues the National Pollution Discharge Elimination System (NPDES) Construction General Permit to regulate stormwater runoff from construction sites. Any construction or demolition activity that results in land

[1] FIRM panel 06085C0403H
[2] FIRM panel 06085C0382H
[3] FIRM panel 06085C0242H

disturbance of one acre or more must comply with the Construction General Permit. The CWA also requires the City of San Jose to operate under a Municipal Stormwater NPDES Permit. In 2009, the Regional Water Quality Control Board (RWQCB) adopted the San Francisco Bay Regional Municipal Stormwater NPDES Permit (Municipal Regional Permit), which applies to multiple jurisdictions including the City of San Jose.

Provision C.3 of the Municipal Regional Permit requires projects that create or replace 10,000 square feet or more of impervious surface and Special Land Use Categories that create or replace 5,000 square feet or more of impervious surface to 1) incorporate site design and source control measures and numerically-sized Low Impact Development (LID) stormwater treatment measures, and 2) ensure that stormwater treatment measures are properly installed, operated, and maintained. The Municipal Regional Permit also requires development projects to incorporate measures to control hydromodification impacts where such hydromodification is likely to cause increased erosion, silt pollutant generation, or other adverse impacts to local rivers and creeks. The City of San Jose has developed policies that implement Provision C.3, consistent with the Municipal Regional Permit. The City's Post-Construction Urban Runoff Management Policy (6-29) establishes specific requirements to minimize and treat stormwater runoff from new and redevelopment projects. The City's Post-Construction Hydromodification Management Policy (8-14) establishes an implementation framework for incorporating measures to control hydromodification impacts from development projects.

Impacts

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
8. HYDROLOGY AND WATER QUALITY. Would the project:					
a) Violate any water quality standards or waste discharge requirements?			X	~~X~~	1, 2
b) 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 ground water table level (for example, 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)?				X	1, 2
c) Substantially alter the existing drainage pattern of the site or area, including through 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.			X		1, 2
d) 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?				X	1, 2
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X		1, 2
f) Otherwise substantially degrade water quality?			X		1, 2

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
g) 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?				X	1, 2
h) Place within a 100-year flood-hazard area structures, which would impede or redirect flood flows?				X	1, 2, 9
i) 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?				X	1, 2, 9
j) Inundation by seiche, tsunami, or mudflow?				X	1, 2

Explanation

a) **Less-than- Significant Impact**. The proposed sanitary sewer line improvements will not violate any water quality standards or waste discharge requirements with implementation of appropriate BMPs during construction. See more at c) below.

b) **No Impact**. The proposed sanitary sewer line improvements will not deplete or otherwise interfere with groundwater supplies or recharge.

c) **Less-than-Significant Impact**. The installation of the proposed underground pipelines will not modify the existing drainage pattern in the subject areas. Trenching for the pipelines and other areas of excavation (i.e., launching and receiving pits) have the potential to result in temporary increases in erosion affecting the quality of storm water runoff during construction activities (refer also to F. Geology above). Trenching and other grading activities will disturb over one acre of land. Thus, the project appears to be subject to the Construction General Permit and will conform to the requirements of the permit. Prior to the commencement of any clearing, grading, or excavation, the project will comply with the SWRCB's NPDES Construction General Permit to the satisfaction of the Director of Public Works.

After construction, the project area will be restored to its original condition. The project includes Best Management Practices to avoid impacts from erosion and sedimentation on adjacent wetlands. In addition, the project will implement the standard measures below to further reduce impacts to water quality. As a part of the development permit approval, the project will conform to the following standards:

- The project shall incorporate BMPs into the project to control the discharge of storm water pollutants including sediments associated with construction activities. The project proposes to install silt fencing along both sides of the west berm of the outfall channel. Examples of other BMPs are contained in the publication Blueprint for a Clean Bay (see partial list below).

- The project 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 will be implemented to prevent stormwater pollution and minimize potential sedimentation during construction:

1. Restriction of grading to the dry season (April 15 through October 15) or meet City requirements for grading during the rainy season.
2. Utilize on-site sediment control BMPs to retain sediment on the project site;
3. Utilize stabilized construction entrances and/or wash racks;
4. Implement damp street sweeping;
5. Provide temporary cover of disturbed surfaces to help control erosion during construction;
6. Provide permanent cover to stabilize the disturbed surfaces after construction is complete.

d) **No Impact**. Installation of the proposed pipelines will not increase the amount of impervious surfaces upon restoration of the surface and, therefore, will not increase runoff flows.

e) **Less-than-Significant Impact**. The project will not create or contribute runoff that will exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

f) **Less-than-Significant Impact**. The project will not substantially degrade water quality, as described in c) above.

g) **No Impact**. The project does not propose the development of any housing.

h) **No Impact**. The project consists of installation of underground pipelines and will not impede or redirect flood flows.

i) **No Impact**. The project will not expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam.

j) **No Impact**. The project site is not located in an area subject to significant seiche, tsunami, or mudflow risk.

J. LAND USE

Setting

The proposed pipeline alignments are located in or along paved roadways within typical urban residential settings. Almaden Expressway is a four lane roadway lined primarily with residences and some commercial uses. Coleman Road is a two to four lane roadway with residences to the south and the Guadalupe Creek corridor to the north. A condominium complex is located at the northwest corner of Coleman Road/Almaden Expressway. Husted Avenue is a two lane roadway in a quiet neighborhood of single family homes.

Impacts

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
9. LAND USE AND PLANNING. Would the project:					
a) Physically divide an established community?				X	1, 2
b) 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?				X	1, 8
c) Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan?				X	1

Explanation

a) **No Impact**. The installation of underground pipelines will not physically divide an established community.

b) **No Impact**. The project is consistent with the City's Envision San Jose 2040 General Plan policies to adequately provide and maintain sanitary sewer services in the City. The project will not conflict with any applicable land use plan, policy, or regulation.

c) **No Impact**. The project is located within the boundaries of the Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan but will not impact any protected species identified in the Plan. Refer to D. Biological Resources of this Initial Study for further discussion.

K. MINERAL RESOURCES

Setting

Under the Surface Mining and Reclamation Act of 1975 (SMARA), the State Mining and Geology Board has designated only the Communications Hill Area of San Jose as containing mineral deposits of regional significance for aggregate (Sector EE). There are no mineral resources in the project area. Neither the State Geologist nor the State Mining and Geology Board has classified any other areas in San Jose as containing mineral deposits that are of statewide significance or for which the significance requires further evaluation. Other than the Communications Hill area cited above, San Jose does not have mineral deposits subject to SMARA. The project site is outside of the Communications Hill area.

Impacts

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
10. MINERAL RESOURCES. Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	1
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X	1

Explanation

a-b) **No Impact**. The project site is located outside the Communications Hill area, the only area in San Jose containing mineral deposits subject to SMARA; therefore, the project will not result in a significant impact from the loss of availability of a known mineral resource.

L. NOISE AND VIBRATION

Setting

The Envision San Jose 2040 General Plan and the San Jose Municipal Code set forth specific goals and policies for land use planning to avoid impacts to sensitive noise receptors, such as residences, schools, hospitals, etc. Sensitive receptors in the project area are as follows:

Almaden Expressway Alignment. Residential uses are located along both sides of the roadway; most are separated from the roadway by masonry walls. Residential uses are also located along both sides of Camden Road along the project alignment.

Coleman Road Alignment. Residential uses are located along the south side of the roadway; most are separated from the roadway by masonry walls. In addition, a multi-family residential development is located on the northwest corner of Coleman Road/Almaden Expressway.

Husted-Richland Alignment. Residential uses are located along both sides of the roadway. This two-lane roadway is narrower than the other alignments, and existing single family homes are located as close 20 feet from the proposed pipeline alignment.

The Envision San Jose 2040 General Plan and the San Jose Municipal Code include the following criteria relevant to this project for land use compatibility and acceptable noise levels in the City:

- The Noise Section of the General Plan identifies Day/Night Average Sound Levels (DNL) of 60 dBA or less as normally acceptable for residential uses.

- Policy EC-1.7 of the General Plan requires construction operations to use best available noise

suppression devices and techniques and limit construction hours near residential uses per the City's Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:

- Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

Impacts

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
11. NOISE. Would the project result in					
a) 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?			X		1, 2, 8
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?			X		1, 2
c) Substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X		1, 2
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X		1, 2, 8
e) 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?				X	1, 2
f) 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?				X	1, 2

Explanation

a) **Less-than-Significant Impact**. The majority of the proposed pipeline alignments are located in residential areas. The project portion of Almaden Expressway is surrounded by residential uses; however, the roadway contains masonry walls that help attenuate noise from traffic along this busy street. Coleman Avenue also contains multi-family residential uses at the northwest corner of Almaden/Coleman (with no barriers) and single family residential uses along the south side of Coleman Avenue. Existing masonry walls are located along the south side of Coleman that help attenuate traffic noise. Single family residences line all of the Husted-Richland alignment with no buffers or noise barriers.

Noise from the construction of the project could impact existing residential uses. Most notably, construction of open trenching would impact existing residents along Husted Avenue, where trenching activities may occur as close as 15 feet from existing residential property lines. The other alignments are located in streets that carry relatively high traffic volumes, where masonry walls are present along the majority of the alignments. Noise impacts from construction activities depend on the following factors: 1) noise generated by various pieces of construction equipment;

2) timing and duration of noise generating activities; 3) the distance between construction noise sources and noise sensitive receptors; and 4) existing ambient noise levels.

Noise will be generated along the proposed alignments during construction activities. This would temporarily elevate noise levels in the immediate project area from the use of construction equipment. Typical hourly average construction generated noise levels would range from about 77 to 89 dBA L_{eq} at a distance of 50 feet from the center of the construction site during busy construction periods. Temporary construction noise would be minimized to a less-than-significant level with implementation of the following standards as part of the permit approval:

- Limit construction to the hours of 8:30 AM - 4:30 PM, Monday through Friday for any on-site or off-site work within 500 feet of any residential unit per City of San Jose requirements. 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.

- The contractor will use "new technology" power construction equipment with state-of-the-art noise shielding and muffling devices to the extent possible. 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 poor maintained engines or other components.

- Stationary noise generating equipment will 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, to the extent possible.

- Post-construction mechanical equipment will conform to the City's General Plan limitation of 55 dB DNL at residential property lines and 60 dB DNL at commercial property lines.

b) **Less-than-Significant Impact.** Pipebursting and auger boring for portions of the Almaden Expressway and Coleman Road alignments will result in temporary (construction period) ground borne vibration during drilling. Use of other mechanical equipment may result in some short-term vibration during construction activities. These sources may temporarily affect sensitive receptors (residences) along the pipeline alignments, but will not create excessive vibration due to their short-term nature.

c) **Less-than-Significant Impact.** The project will not result in a substantial permanent increase in ambient noise levels. See discussion for a) and b) above. Temporary noise would occur during construction of the project.

d) **Less-than-Significant Impact**. Construction of the project will result in short-term noise increases in the project vicinity. See discussions for a) and b) above.

e) **No Impact**. The project is not located within an airport land use plan or near any public airports.

f) **No Impact.** The project is not located near any private airstrips.

M. POPULATION AND HOUSING

Setting

The project consists of the installation of new and replacement sanitary sewer lines to provide reliable service to the San Jose population. The project does not propose development of housing nor does it include an expansion in use or services that would affect population or housing characteristics.

Impacts

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
12. POPULATION AND HOUSING. Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X	1
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X	1
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	1

Explanation

a) **No Impact**. The project consists of installing pipelines and other improvements to assure reliable wastewater service and does not include an expansion in use or services that will directly or indirectly facilitate growth.

b)–c) **No Impact**. The project will not displace any housing or people.

N. PUBLIC SERVICES

Setting

Police protection services are provided to the project site by the San Jose Police Department (SJPD). Fire protection services are provided to the project site by the San Jose Fire Department (SJFD).

Impacts

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
13. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or 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:					
a) Fire protection?				X	1, 2
b) Police protection?				X	1, 2
c) Schools ?				X	1
d) Par ks?				X	1
e) Other public facilities?				X	1, 2

Explanation

a)–e) **No Impact**. The project consists of sanitary s ewer line i mprovements. The increase in maintenance requirements for the im provements wi ll be minimal and conduc ted as part of the standard operations of the City of San Jose Public Works Department. The project will not impact fire, police, school, park, or other public services.

O. RECREATION

Setting

The project will not affect any existing recreational facilities.

Impacts

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
14. RECREATION. Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X	1
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X	1

Explanation

a)–b) **No Impact**. The project will not increase demands on or otherwise impact recreational facilities.

P. TRANSPORTATION

Setting

The proposed sanitary sewer lines will be constructed within the City of San Jose and Santa Clara County rights-of-way for the following roadw ays: 1) Almaden Expressway , between Ca mden Avenue and Burnside Drive, and Camden Avenue between Al maden Expressway and Redmond Avenue, 2) Coleman Road, between Almaden Expressway and Sentinel Street, and 3) Husted Avenue, between Fairglen Drive and Lincoln Avenue, and Lincoln Av enue between Husted Av enue a nd the Lincoln Avenue ram p to Almaden Expressway. In the project vicinity, the roadway configurations are as follows:

- Almaden Expressway is a four lane arterial
- Camden Avenue is a two lane neighborhood street
- Coleman Road is a two to four lane collector street
- Husted Avenue is a two lane neighborhood street
- Lincoln Avenue is a two lane collector street

Impacts

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
15. TRANSPORTATION/TRAFFIC. Would the project:					
a) 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?			X		1
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X	1
c) 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?				X	1
d) Substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?			X		1
e) Result in inadequate emergency access?				X	1
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X	1

Explanation

a) **Less-than-Significant Impact**. The installation of pipelines will not generate a substantial amount of vehicle trips and would not result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections that would impact traffic conditions or facilities. See additional discussion below.

Long-Term Traffic Impacts

The proposed sanitary sewer improvements would not result in any long-term operational project trips. The project, therefore, is not anticipated to result in transportation level of service impacts to signalized intersections or freeway segments. The roadway alignments would be restored to their existing condition following installation of the proposed sanitary sewer lines. Other than temporary impacts during construction, as discussed below, the project would not result in conflicts with transit, pedestrian, or bicycle facilities.

Short-Term Traffic Impacts

Almaden Expressway Alignment. The project proposes sanitary sewer line improvements within the right-of-way (median island) of Almaden Expressway between Camden Avenue and Burnside Drive, and within Camden Avenue between Almaden Expressway and Redmond Avenue. Project construction would temporarily affect right-of-way access at various locations along these roadways. During pipeline removal and construction, it is likely that one northbound lane closest to the median along Almaden Expressway would be closed during working hours. During construction at the signalized intersections along Almaden Expressway, traffic would be directed by certified flaggers. The overall pipeline installation would take approximately 150 days to complete.

An estimated 11,600 cubic yards (CY) of material would be excavated for this pipeline alignment. This would generate an estimated 967 truck trips (assuming 12 CY capacity trucks), which is approximately 6.5 truck trips per day for a 150-day construction period. These trips would be fewer if the contractor uses double bottom dump trailers. In addition, approximately 6.5 truck trips per day will be generated to deliver backfill and other materials to the project.

Coleman Road Alignment. The project proposes sanitary sewer line improvements within the right-of-way of Coleman Road between Almaden Expressway and Sentinel Street. Project construction would temporarily affect right-of-way access at various locations along this roadway. However, the majority of the pipeline along this alignment would be installed using trenchless methods, which would minimize traffic disruptions. During pipeline removal and construction, it is likely that closure would be required on the northbound Almaden Expressway #3 lane during work hours. One lane would remain open in both directions at all times on Coleman Road. During construction at the signalized intersections along Coleman Road, traffic would be directed by certified flaggers. The overall pipeline installation would take approximately 120 days to complete.

An estimated 8,404.5 CY of material would be excavated for this pipeline alignment. This would generate an estimated 700 truck trips (assuming 12 CY capacity trucks), which is approximately 6 truck trips per day for a 120-day construction period. These trips would be fewer if the contractor uses double bottom dump trailers. In addition, approximately 5 truck trips per day will be generated to deliver backfill and other materials to the project.

Husted-Richland Alignment. The project proposes sanitary sewer line improvements within the right-of-way of Husted Avenue between Fairglen Drive and Lincoln Avenue, and within Lincoln Avenue between Husted Avenue and the Lincoln Avenue ramp to Almaden Expressway. Project construction would temporarily affect right-of-way access at various locations along these roadways. During pipeline removal and construction, it is likely that the Lincoln Avenue onramp would be closed and traffic rerouted to Lincoln Avenue/Almaden Road exiting at Koch Lane. A rerouting plan would be prepared prior to initiating construction. The overall pipeline installation would take approximately 120 days to complete.

An estimated 7,900 CY of material would be excavated for this pipeline alignment. This will generate an estimated 823 truck trips (assuming 12 CY capacity trucks), which is approximately 6.8 truck trips per day for a 120-day construction period. These trips will be fewer if the contractor uses double bottom dump trailers. In addition, approximately 7 truck trips will be generated to deliver backfill and other materials to the project.

In conclusion, although the project would create some short-term, localized disruption to property access and circulation during construction, the project would not result in significant transportation impacts.

b) **No Impact**. See discussion a) above.

c) **No Impact**. The sanitary sewer improvements will not result in any change to air traffic patterns.

d) **Less-than-Significant Impact**. The proposed pipelines will not increase traffic hazards due to any design features or incompatible uses. However, construction activities during installation could result in short-term traffic disruptions as described in a) above.

e) **No Impact**. The proposed improvements will not affect emergency access.

f) **No Impact**. The proposed improvements will not conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. See also a) above.

Q. UTILITIES AND SERVICE SYSTEMS

Setting

The project is proposed to provide reliable sanitary sewer service and does not include an expansion in use or services that will impact utilities or service systems.

Impacts

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
16. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X	1, 2
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction or which could cause significant environmental effects?			X		1, 2
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	1, 2
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X	1
e) 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?			X		1
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X	1
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X	1

Explanation

a) **No Impact**. The project will not exceed wastewater treatment requirements.

b) **Less-than-Significant Impact**. The project does not propose development of housing nor does it include an expansion in use or services. Construction of the proposed improvements has the potential to temporarily impact the environment, specifically for cultural resources, as addressed in this Initial Study. Mitigation is provided herein to reduce impacts to less-than-significant levels.

c) **No Impact**. The project will not result in the construction of new storm water drainage facilities or expansion of existing facilities. BMPs are proposed during construction to avoid temporary impacts to water quality.

d) **No Impact**. Construction of the project may require some water for dust suppression during construction activities. This is not considered a substantial impact.

e) **Less-than-Significant Impact**. See a) and c) above.

f)-g) **No Impact**. The project will not generate substantial solid waste that would adversely affect any landfills.

R. MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
17. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:					
a) Have the potential to 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 of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X			1, 2, 5
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.			X		1, 2, 6, 7
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			X		1

Explanation

a) **Less-than-Significant Impact with Mitigation**. Based on the analysis provided in this Initial Study, the proposed improvements will not substantially degrade or reduce wildlife species or habitat, impact historic or other cultural resources, or result in hazardous materials impact with the mitigation measures incorporated herein.

b)-c) **Less-than-Significant Impact**. Based on the analysis provided in this Initial Study, the proposed improvements will not have significant cumulative impacts, nor will it cause substantial adverse effects on humans.

Chapter 4. References

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