


Welcome!

Community Meeting: Proposed Westgate West Costco Draft EIR

February 5, 2024, 6:00 - 7:30 PM
In-person at Prospect High School,
and virtual on Zoom

VICE MAYOR 
ROSEMARY
KAMEI
SAN JOSE  DISTRICT 1

Today's Agenda

1. Welcome remarks from host Julie Reynolds-Grabbe, on behalf of Prospect High School PTSA
 2. Remarks from City of San José Vice Mayor Rosemary Kamei
 3. Presentation from the City's CEQA Consultant Danae Hall of Kimley Horn
 4. Questions
 5. Closing comments
-

Why We Are Here

The purpose of today's meeting is informational and is intended to do all of the following:

1. Explain the hearing timeline for the proposed Costco at Westgate West
 2. Provide background on Environmental Impact Reports (EIR) and their purpose
 3. Examine the draft EIR and its findings
 4. See changes between original project application submission and now
 5. Provide details on how people can supply their own comments on the EIR
-

The UPDATED Proposed Project

● Project Revision

Close West Graves Ave access drive

New 6-foot wall along Graves Ave

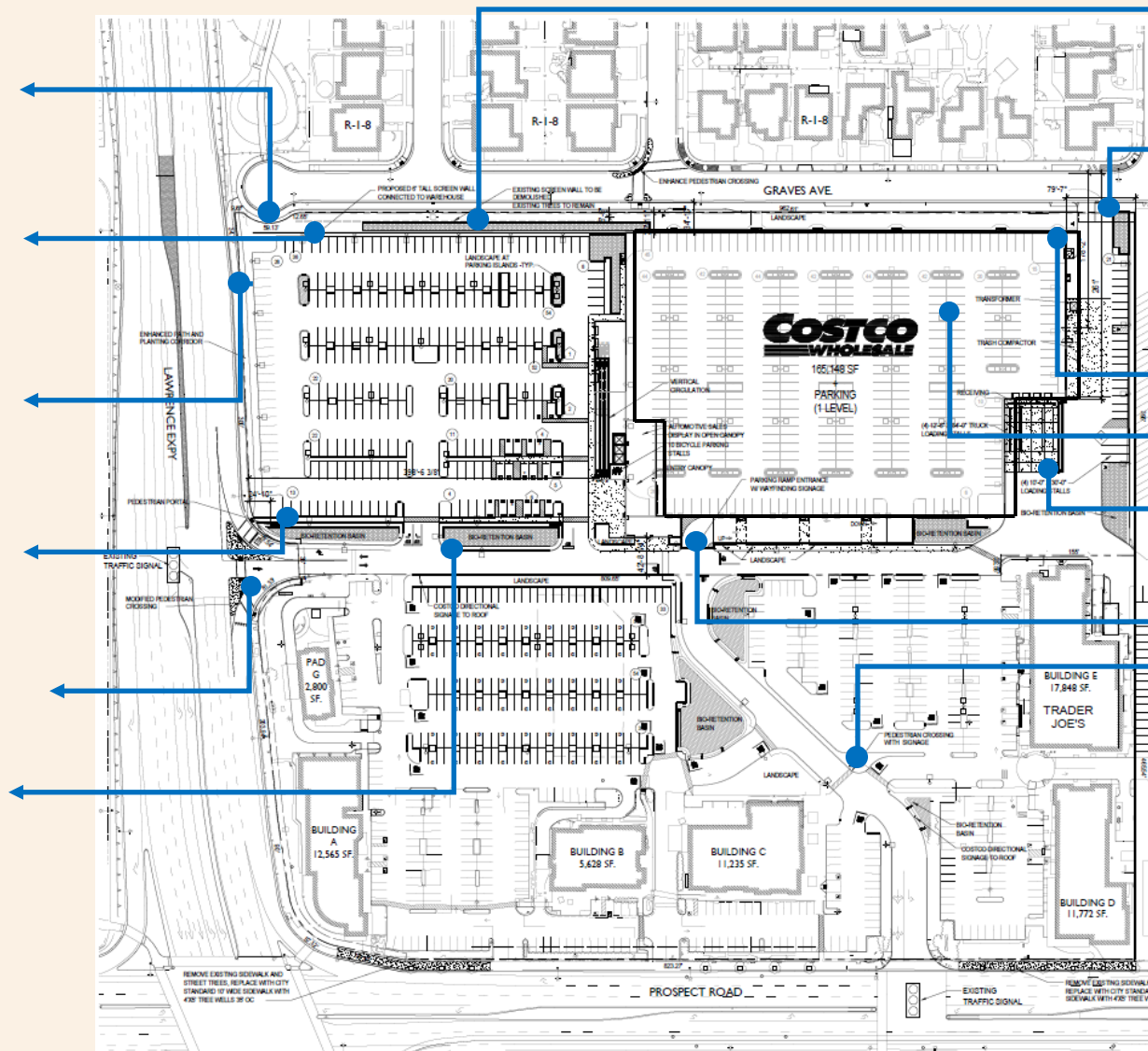
- From northwest corner of building to sidewalk at Lawrence Expwy

New enhanced and safe pathway from Lawrence Expwy Access Drive north to Graves Avenue

Direct and protected pedestrian circulation throughout site

Improved crossing at Lawrence Expwy Access Drive

Wayfinding signs direct members to surface parking



Preserve existing mature Magnolia trees and install new landscaping

No Costco truck access on Graves Ave

- Net decrease: 10 trucks/day compared to today's use


Increase parapet wall to 6-foot

Lights moved away from Residences

Roofed and enclosed (3 sides) loading dock

Wayfinding signs to direct members to rooftop parking

Project Changes prior to Draft EIR

An architectural rendering of a Costco Wholesale building. The building is a large, modern structure with a prominent entrance featuring the Costco logo in red and blue. The facade is primarily light-colored metal siding with stone accents around the entrance. A red car is parked in the foreground on a paved area. There are some trees and landscaping around the building. The sky is blue with some clouds. The rendering is set against a dark grey background with large, abstract shapes in red, orange, and blue on the left side.

**Westgate West
Costco Project**
Environmental Presentation
February 5, 2024

Agenda

Project Overview

CEQA Process

Where to Review Draft EIR / How to Provide Comments

Draft EIR Overview

Project Impacts and Mitigations

Project Alternatives

Next Steps in the CEQA Process

Project Overview – Existing Conditions



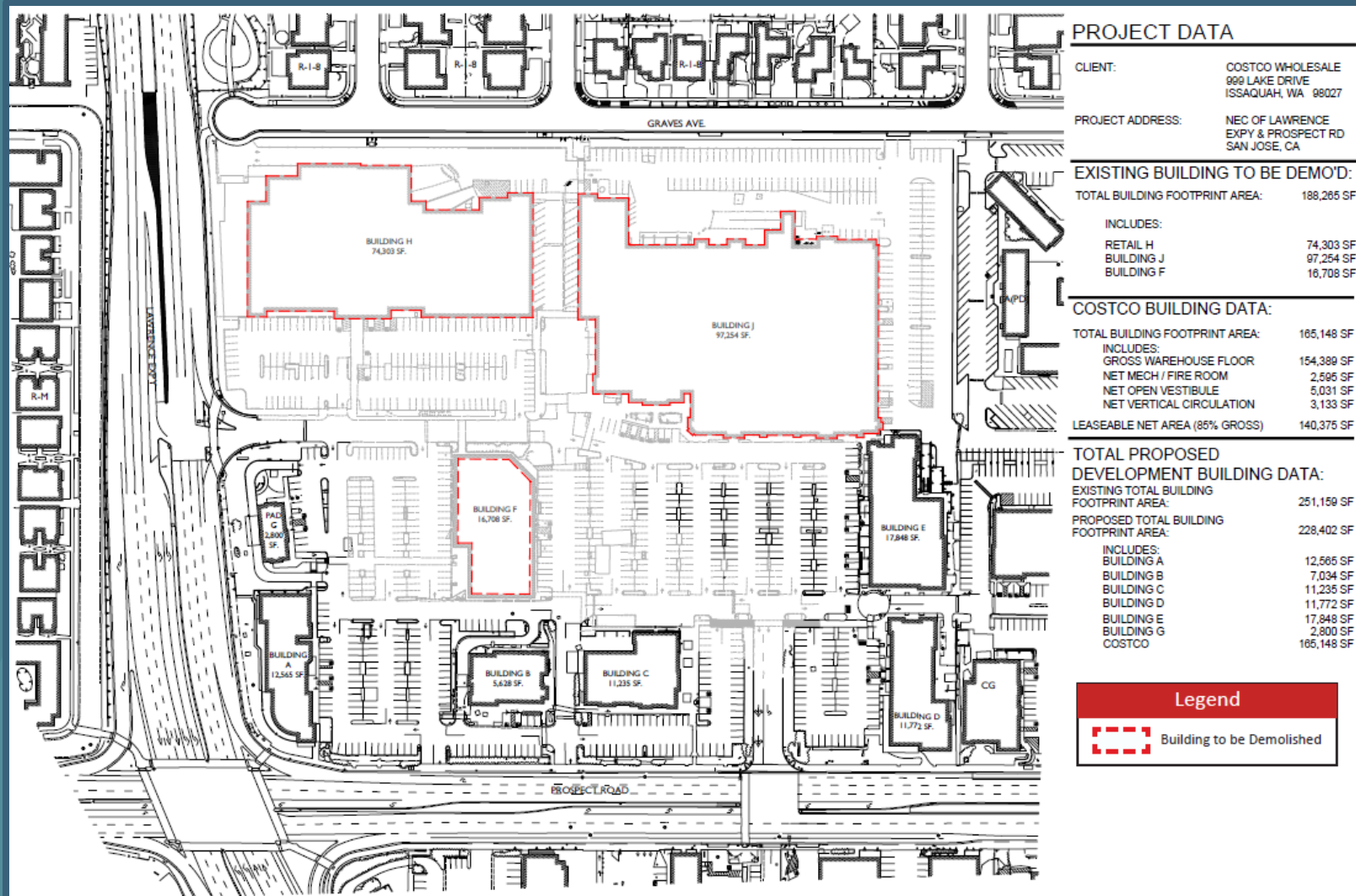
Vacant Orchard Supply Hardware Store



Existing Smart & Final store



Project Overview – Demolition



PROJECT DATA

CLIENT: COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027

PROJECT ADDRESS: NEC OF LAWRENCE
EXPY & PROSPECT RD
SAN JOSE, CA

EXISTING BUILDING TO BE DEMO'D:

TOTAL BUILDING FOOTPRINT AREA: 188,265 SF

INCLUDES:

RETAIL H	74,303 SF
BUILDING J	97,254 SF
BUILDING F	16,708 SF

COSTCO BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA: 165,148 SF

INCLUDES:

GROSS WAREHOUSE FLOOR	154,389 SF
NET MECH / FIRE ROOM	2,595 SF
NET OPEN VESTIBULE	5,031 SF
NET VERTICAL CIRCULATION	3,133 SF

LEASEABLE NET AREA (85% GROSS) 140,375 SF

TOTAL PROPOSED DEVELOPMENT BUILDING DATA:


EXISTING TOTAL BUILDING FOOTPRINT AREA: 251,159 SF

PROPOSED TOTAL BUILDING FOOTPRINT AREA: 228,402 SF

INCLUDES:

BUILDING A	12,565 SF
BUILDING B	7,034 SF
BUILDING C	11,235 SF
BUILDING D	11,772 SF
BUILDING E	17,848 SF
BUILDING G	2,800 SF
COSTCO	165,148 SF

Legend

 Building to be Demolished

Project Overview

Proposed project includes:

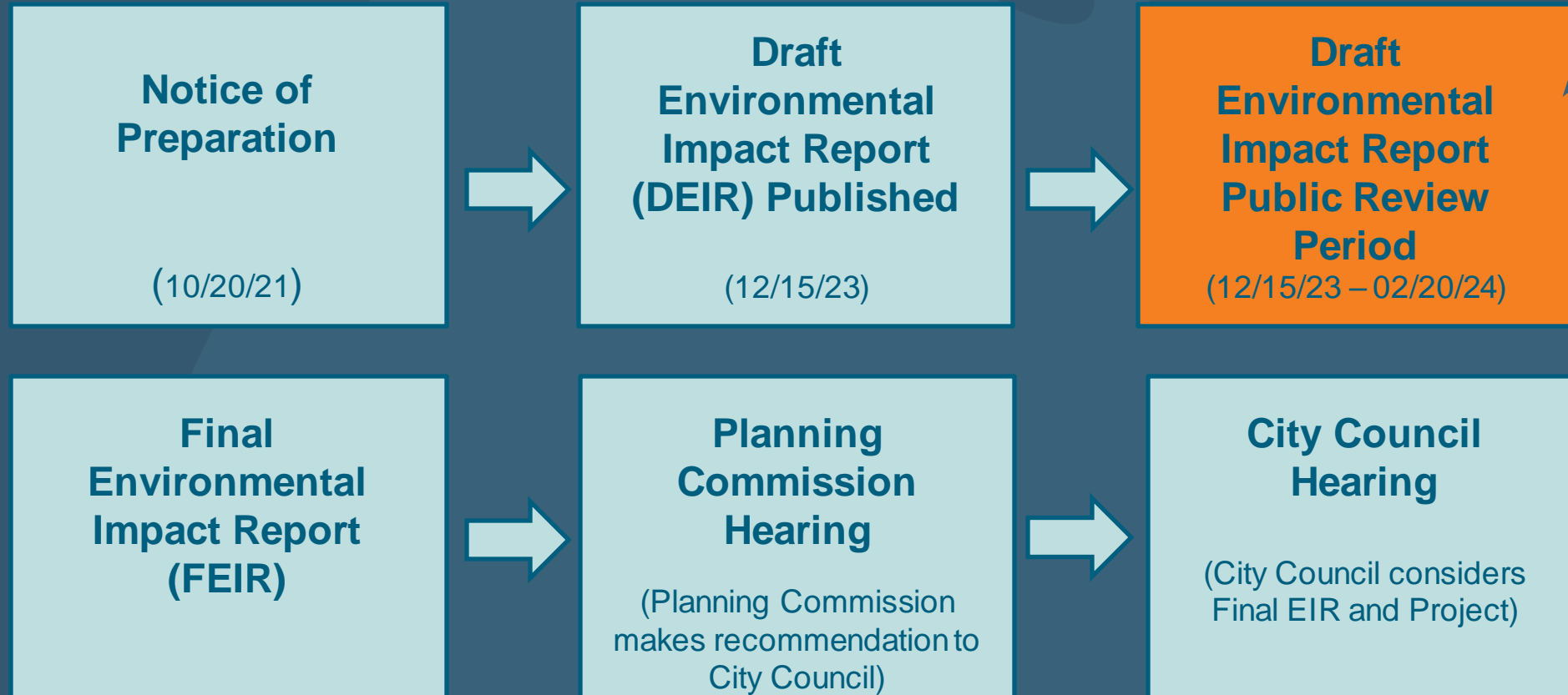
- New 165,148 sf Costco warehouse (*net reduction of 23,117 sf*).
 - Retail sales
 - Tire sales & installation
 - Pharmacy
 - Optical & hearing services
 - General grocery
 - Food service & preparation
 - Alcohol sales for off-site consumption
 - Bakery
 - No gas station
- Surface & rooftop parking.
- Access Drive from Prospect Road realigned to rooftop.



CEQA Process

CEQA = California Environmental Quality Act

We are here



Where to Review Draft EIR

Hard Copy Draft EIR available at:

Department of Planning, Building, and Code Enforcement

200 East Santa Clara St., 3rd Floor
San José, CA 95113
(408) 535-3555

Dr. MLK Jr. Main Library

150 E. San Fernando St.,
San José, CA 95112
(408) 277-4822

West Valley Branch Library

1243 San Tomas Aquino Rd,
San José, CA 95117
(408) 244-4747

Electronic Draft EIR available at:

www.sanjoseca.gov/activeeirs

How to Provide Comments

Public Review: December 15, 2023 - February 20, 2024 (by 5:00 pm).

How to Provide Comments on the Draft EIR:

Email: Kara.Hawkins@sanjoseca.gov

Mail: Department of Planning, Building, and Code Enforcement
Attn: Kara Hawkins
200 East Santa Clara St., 3rd Floor
San José, CA 95113

NOTE: Please reference File No. CP21-022 in email/mail.

Draft EIR Overview

Contents of Draft EIR:

- Executive Summary
- Introduction
- Project Information and Description
- Environmental Setting, Impacts, and Mitigation
- Cumulative Impacts
- Growth-Inducing Impacts
- Significant and Irreversible Environmental Changes
- Significant and Unavoidable Impacts
- Alternatives
- References
- List of Preparers



Draft EIR Overview

Environmental Setting, Impacts, and Mitigation

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise and Vibration
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

CEQA Baseline

- EIR **compares** expected environmental conditions **after project implementation** to conditions at a point in time referred to as the **baseline**. The changes in environmental conditions between those two scenarios represent the **environmental impacts** of the proposed project.

After
(Project)

vs.

Before
(Baseline)

=

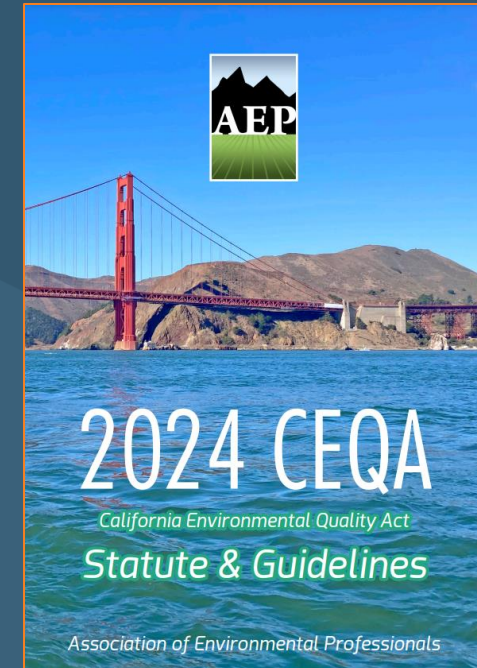
Project Impact
Determinations

CEQA Thresholds of Significance

A **threshold of significance** defines the level of effect **above** which the Lead Agency will consider impacts to be **significant**, and **below** which it will normally consider impacts to be **less than significant**.

Project Impact < Threshold of Significance = Less than Significant

Project Impact > Threshold of Significance = Potentially Significant (Mitigation Required)



Cumulative Setting

Past, present, and reasonably foreseeable future projects within 2.5-mile radius

- El Paseo & 1777 Saratoga Avenue Mixed-Use Project (City of San José)
- Quito Village Development, 18764 Cox Avenue (City of Saratoga)
- Daycare Facility Expansion, 1625 West Campbell Avenue (City of Campbell)
- Palm Villas Saratoga, Saratoga Creek Drive (City of Saratoga)
- Grocery Outlet, 100 North San Tomas Aquino Road (City of Campbell)
- Mitzi Place Apartments, 4146 Mitzi Drive (City of San José)
- Saratoga & Avalon Expansion, 700 Saratoga Avenue (City of San José)
- 100-300 Haymarket Court (City of Campbell)
- Office at 5403 Stevens Creek Boulevard (City of Santa Clara)
- 4300 Stevens Creek Boulevard Mixed-Use Project (City of San José)
- Vallco Special Area Specific Plan / SB35 Project (City of Cupertino)
- 3896 Stevens Creek Commercial Project (City of San José)

Less than Significant Impacts

The following were found to have **no impact** or **less than significant** impacts:

- Aesthetics
- Agricultural Resources
- Cultural Resources
- Energy
- Geology and Soils
- GHG
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural resources
- Utilities and Service Systems
- Wildfire

Project Impacts and Mitigations

There are **no significant and unavoidable** impacts.

The following are potentially significant impacts, reduced to **less than significant with mitigation measures**:

- Air Quality
- Biological Resources
- Hazards and Hazardous Materials
- Noise and Vibration

Air Quality

Impact

Construction activities associated with the project could exceed the BAAQMD threshold for health risk.



Mitigation

Construction equipment shall meet U.S. EPA Tier 4 emission standards for particulate matter (PM₁₀ and PM_{2.5}).

Biological Resources

Impact

Construction activities could potentially result in disturbance of the American peregrine falcon, nesting raptors, or other migratory birds.



Mitigation

- **Avoidance:** Schedule demolition and construction activities to avoid the nesting season, if feasible.
- **Nesting Bird Surveys:** If the start of construction activities is scheduled to occur between September 1st and January 31st (inclusive) >> pre-construction surveys for nesting birds
- **Buffer Zones:** If an active nest is found within 250 feet of the work areas to be disturbed by construction >> construction free buffer ((typically 100-250 feet)
- **Reporting:** If pre-construction survey are required >> submit a report indicating the results of the survey.

Hazards and Hazardous Materials

Impact

Volatile organic compounds (VOCs) in soil vapor could impact future Project occupants.



Mitigation

No Further Action letter or approved Site Management Plan and Health and Safety Plan, if required by **DTSC**

Noise and Vibration

Impact 1

Project **construction** would include noise-generating activities for more than 12 months



Mitigation 1

Construction Noise Logistics Plan

- Hours of construction
- Noise and vibration minimization measures.
- Prohibit pile driving
- Prohibit unnecessary idling
- Utilize “quiet” air compressors
- Control noise from construction workers’ radios
- Noticing of construction schedule
- Noise Disturbance Coordinator

Noise and Vibration

Impact 2

Nighttime **construction** activities (e.g., 24-hour concrete pours over a 5-day period)

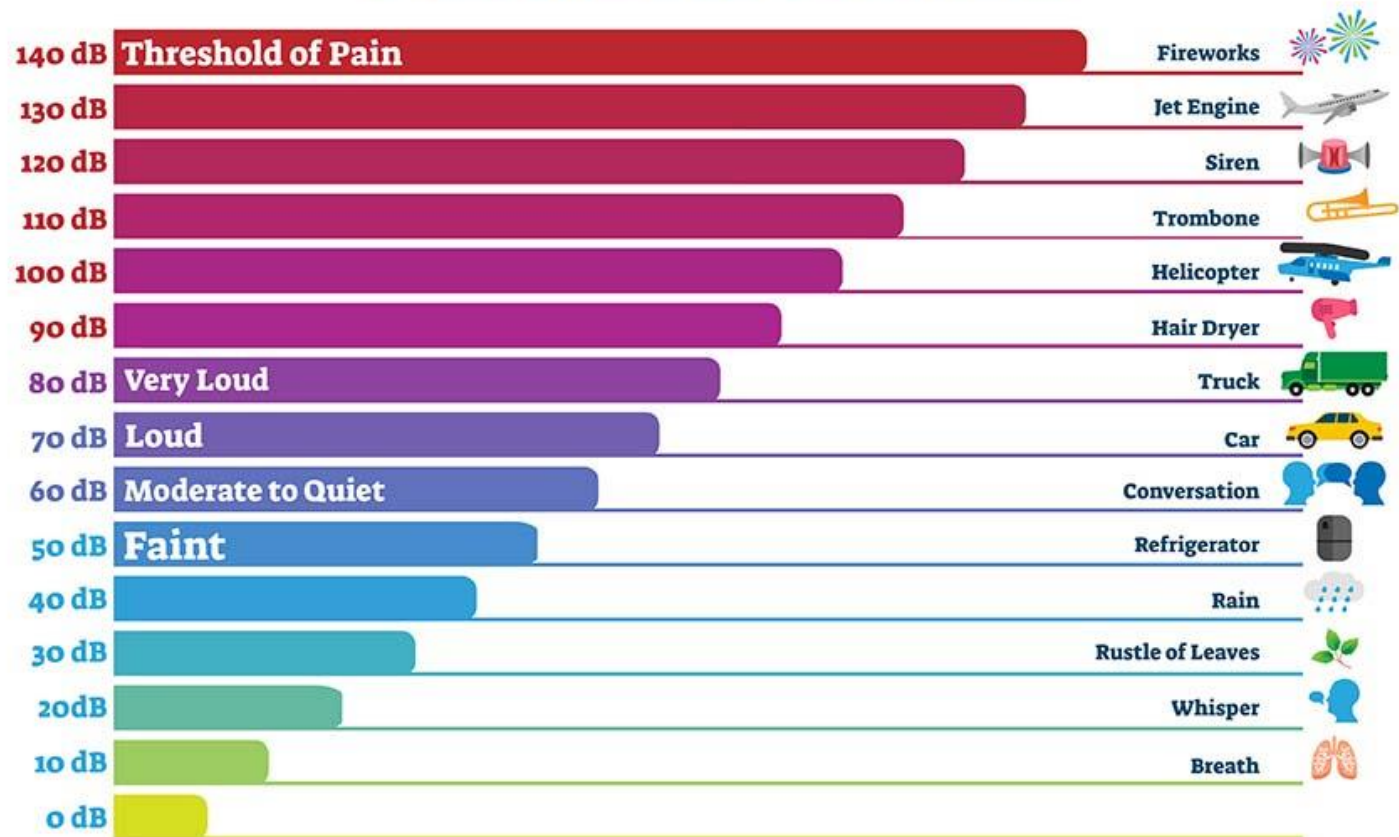


Mitigation 2

- Submit an overnight construction schedule
- Erect northern, eastern, and western Costco building walls for noise attenuation
- Prohibit concrete truck access via Graves Ave. and Saratoga Ave. during nighttime
- Restrict construction trucks to queue by and enter through the southern façade of the Costco building at night

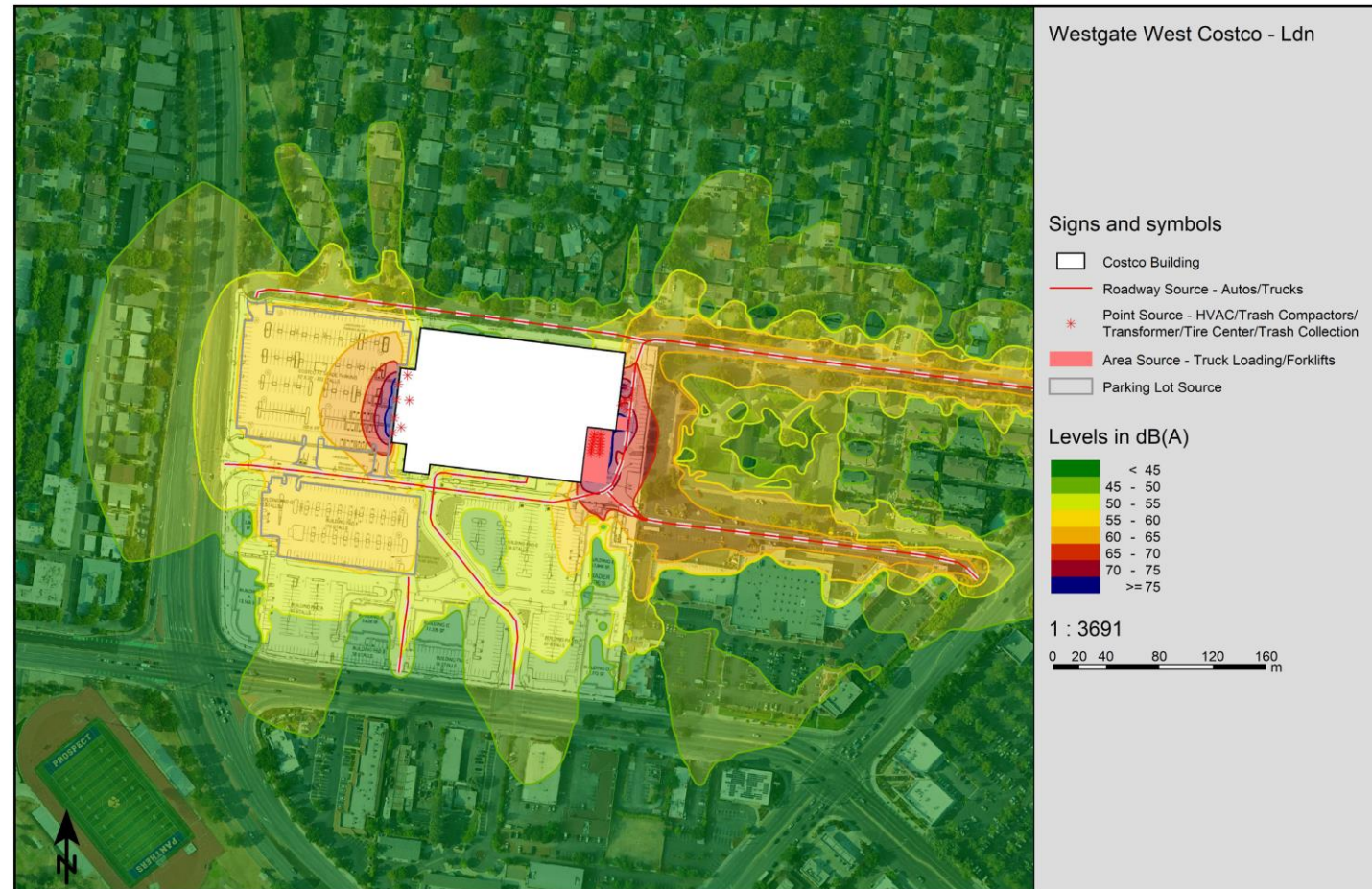
Noise and Vibration

DECIBEL SCALE



Noise and Vibration

Operational Noise:
Less than Significant



Traffic (VMT v. LOS)

CEQA: Vehicle Miles Traveled (VMT)

- **VMT** measures how much actual auto travel (additional miles driven) a project would create on California roads.
- **VMT** measures impact on climate, environment, and human health.
- **VMT** indicates access to economic & social opportunity. Lower VMT areas require less driving & generally provide better access to daily destinations (ex. jobs and services).

Non-CEQA: Level of Service (LOS)

- **LOS** measures automobile delay at intersections and congestion on roadway segments.

Traffic (VMT v. LOS)

When did LOS > VMT switch happen?

- SB 743 signed into law in **2013**, effective **2020**.

Why VMT?

- Promotes state's goals of **reducing GHG emissions** and traffic-related air pollution
- Promotes development of a **multimodal transportation system** (providing clean & efficient access to destinations).

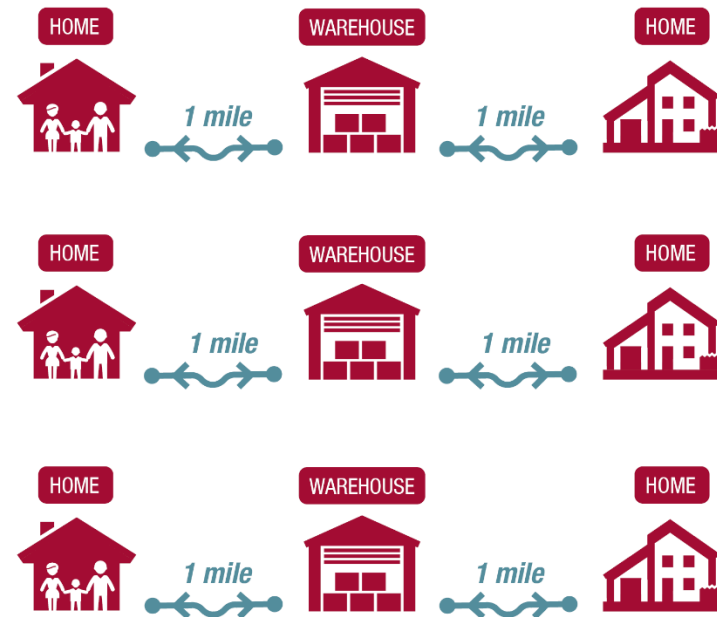
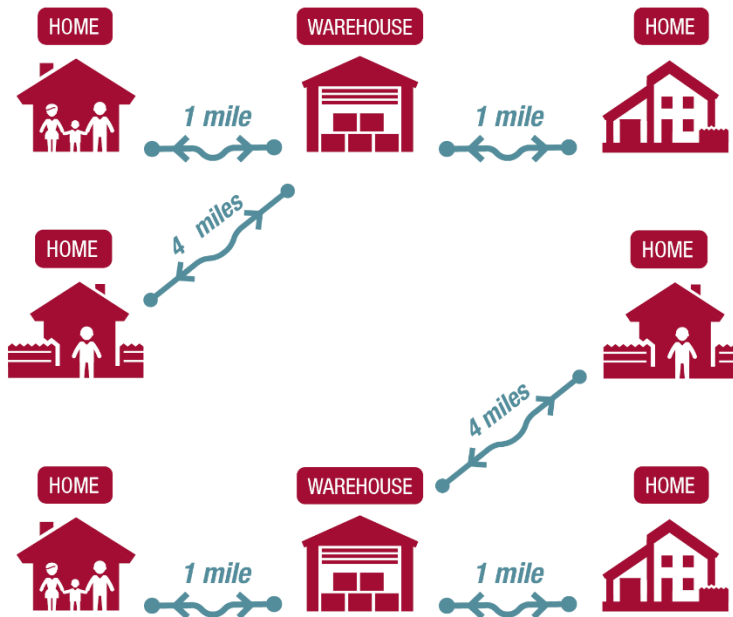
Traffic (VMT)

NET CHANGE METRIC

WAREHOUSE VEHICLE MILES TRAVELED (VMT)

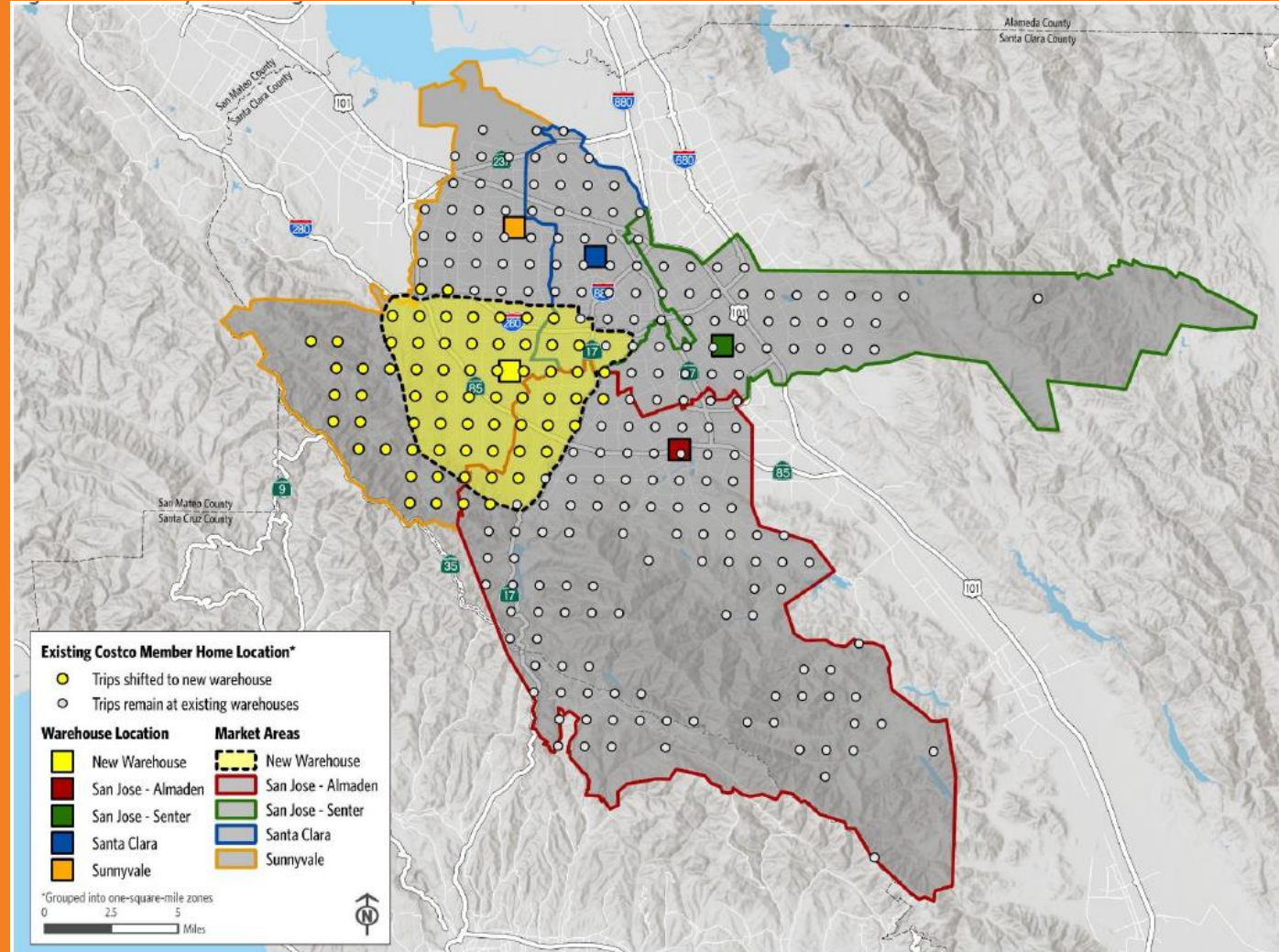
FACTS:

- New store added
- Existing shoppers pick the shortest trip



Traffic (VMT)

Project would serve
existing Costco customers
with shorter commute



Traffic (VMT)

CEQA considers Vehicle Miles Traveled (VMT)

Project = **Less than Significant** VMT traffic impacts.

Reduced Net VMT

Table 16. Change in Regional Total VMT

	Existing VMT	VMT with New Warehouse	Change (Project VMT)
Existing Member VMT	110,012	97,074	-12,938
Existing Trips	110,012	93,603	-16,409
Almaden	23,712	17,446	-6,266
Senter	26,987	24,353	-2,634
Santa Clara	31,284	20,120	-11,164
Sunnyvale	28,029	14,697	-13,332
New Warehouse	0	16,987	16,987
Latent Demand at Existing Warehouses	0	3,471	3,471
Almaden	0	789	789
Senter	0	1,104	1,104
Santa Clara	0	911	911
Sunnyvale	0	667	667
New Member VMT	0	6,184	6,184
Employee VMT	0	4,158	4,158
Total VMT	110,012	107,416	-2,596

Non-CEQA Traffic (LOS)

1. Determine Project Trip Generation
2. Load Project Trips onto Network
 - Background
 - Cumulative
3. Determine Project LOS
4. Identify Improvements

Table 2: Intersection Operation Standards at Signalized Intersections

Operations Standard	Descriptions	Average Control Delay (seconds/vehicle)
A	Operations with very low delay occurring with favorable progress and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	Between 10.1 and 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	Between 20.1 and 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	Between 35.1 and 55.0
E	Operations with high delays indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	Between 55.1 and 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	Higher than 80.0

Non-CEQA Traffic (LOS)

1. Determine Project Trip Generation

883 PM Trips = 441 PM Cars
(7 cars/minute)

Table 18: Existing Businesses Trip Generation

	Weekday Daily Trips	Weekday PM Peak Hour of Adjacent Street Traffic Trips		
		Total	In	Out
<i>Strip Retail Plaza (<40,000 s.f.)</i> <i>ITE Land Use Code 822</i>	910	110	55	55
<i>Pass-By Trips (34%)</i>	(309)	(37)	(19)	(18)
Shopping Center Primary Trips	601	73	36	37

Source: ITE Trip Generation Manual, 11th Edition

Note: Rates (trips/KSF) for "Strip Retail Plaza (<40,000 s.f.)" (822) – Weekday Daily: 54.45; Weekday PM Peak: 6.59 (50% in/50% out)

Table 19. Project Trip Generation

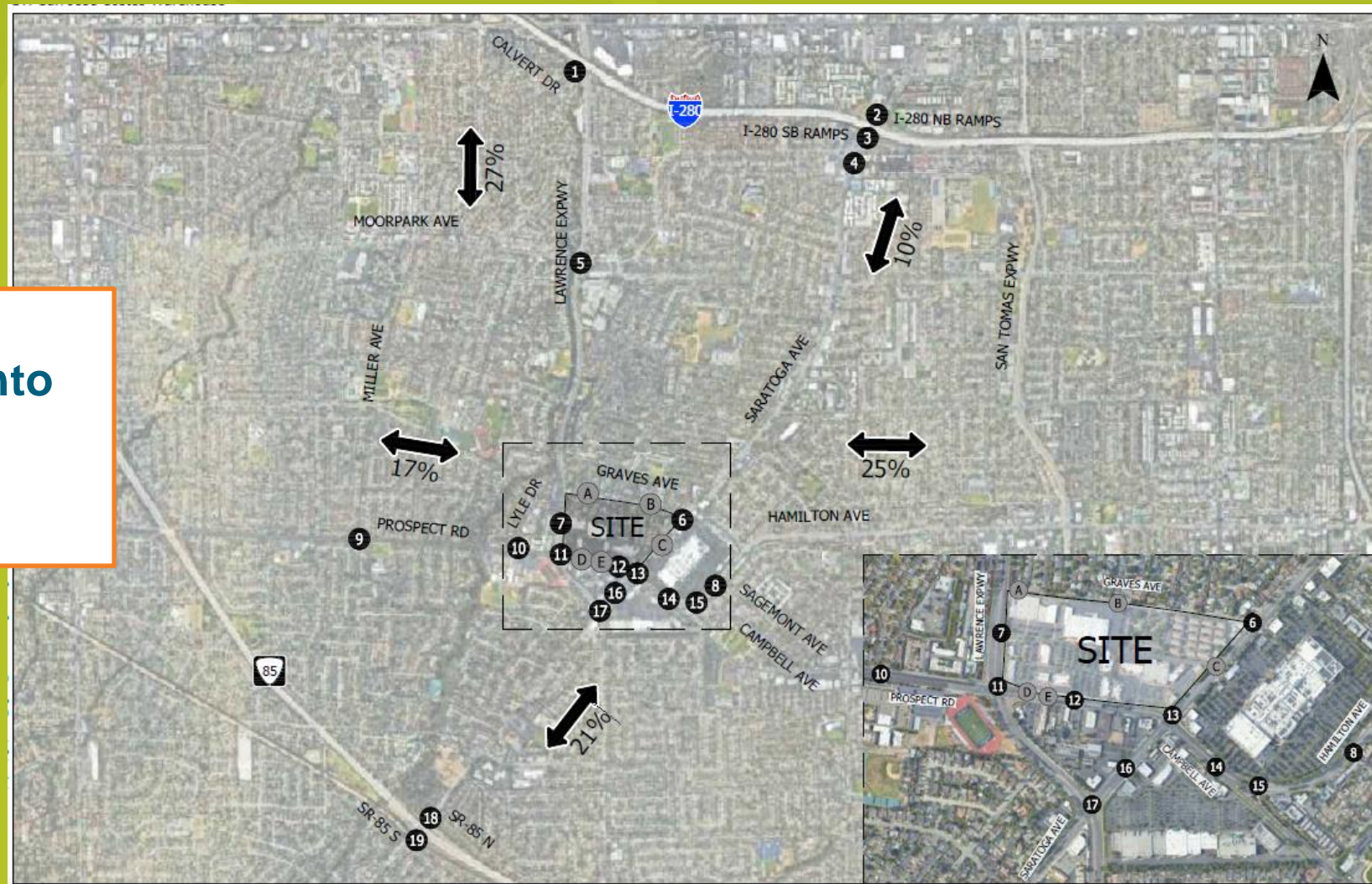
	Weekday Daily Trips	Weekday PM Peak Hour of Adjacent Street Traffic Trips		
		Total	In	Out
Unadjusted Costco Warehouse Trip Generation	11,618	956	452	504
<i>Shopping Center Trip Credit</i>	(601)	(73)	(36)	(37)
Total Trips	11,017	883	416	467
Employee Trips	(600)	0	0	0
Costco Member Trips	10,417	883	416	467
<i>Pass-by Trips (22%)</i>	(2,250)	(191)	(90)	(101)
<i>Diverted Trips (25%)</i>	(2,667)	(226)	(107)	(119)
Primary Trips	5,500	466	219	247

Source: Kittelson & Associates, 2022; ITE Trip Generation Manual, 11th Edition

Note: Pass-by and diverted trips rates for weekday PM peak hour were applied to develop weekday daily trips

Non-CEQA Traffic (LOS)

2. Load Project Trips onto Roadway Network



Non-CEQA Traffic (LOS)

3. Determine Project LOS

No Deficiencies

#	Intersection	Control	Background Conditions			Project		
			Delay	LOS	V/C ²	Delay	LOS	V/C
1	Lawrence Expwy / Calvert Dr	Signal	34.5	C-	0.879	34.7	C-	0.881
2	Saratoga Ave / 1-280 NB Ramps	Signal	21.9	C+	0.485	22.1	C+	0.493
3	Saratoga Ave / I-280 SB Ramps	Signal	33.9	C-	0.869	35	C-	0.895
4	Saratoga Ave / Moorpark Ave	Signal	45.4	D	0.726	45.2	D	0.739
5	Lawrence Expwy / Bollinger Rd – Moorpark Ave	Signal	46	D	0.583	47.2	D	0.592
6	Saratoga Ave / Graves Ave	Signal	27.6	C	0.525	29.6	C	0.585
7	Lawrence Expwy / Westgate West shopping center driveway	Signal	5.5	A	0.344	7.6	A	0.405
8	Hamilton Ave / Sagemont Ave	Signal	17.2	B	0.291	17	B	0.301
9	Miller Ave / Prospect Rd	Signal	20.9	C+	0.463	22.5	C+	0.475
10	Lyle Dr / Prospect Rd	Signal	14.2	B	0.552	14	B	0.565
11	Lawrence Expwy / Prospect Rd	Signal	48.6	D	0.561	50.2	D	0.616
12	Prospect Rd / Westgate West Shopping center signalized driveway	Signal	36.5	D+	0.520	39.5	D	0.674
13	Saratoga Ave / Prospect Rd – Campbell Ave	Signal	40.3	D	0.638	41	D	0.657
14	Campbell Ave / Westgate Mall driveway	Signal	26	C	0.465	25.6	C	0.476
15	Campbell Ave / Hamilton Ave	Signal	32.4	C-	0.406	32.4	C-	0.427
16	Saratoga Ave / El Paseo de Saratoga Mall driveway	Signal	11	B+	0.363	10.8	B+	0.372
17	Lawrence Expwy / Saratoga Ave Quito Rd	Signal	47.7	D	0.687	48.4	D	0.713
18	Saratoga Ave / SR 85 N	Signal	29.5	C	0.795	29.9	C	0.822
19	Saratoga Ave / SR 85 S	Signal	27.9	C	0.802	28.6	C	0.82
A	Graves Ave / Costco West Access	TWSC ³	8.4	A	0.021	-	-	-
B	Graves Ave / Costco East Access	TWSC	10	B	0.097	10.7	B	0.200
C	Saratoga Ave / E-W Driveway	TWSC	15	C	0.237	15.6	C	0.248
D	Prospect Rd / Costco West Access	TWSC	11.8	B	0.169	13.6	B	0.331
E	Prospect Rd / Costco East Access	TWSC	13.3	B	0.184	15.1	C	0.335

¹ City of San José Citywide Traffic Database (updated December 1, 2016)

² V/C means Volume to Capacity ratio

³ TWSC means Two-Way Stop-Controlled

Non-CEQA Traffic (LOS)

4. Identify Improvements

Pedestrian Safety Enhancements:

- Larger pedestrian refuges at Lawrence Expwy. driveway
- 12ft wide paved path from Lawrence Expwy. driveway north to Graves Ave. cul-de-sac
- Crosswalk & bulb-outs at Graves Ave./ Field Ave.



Project Alternatives

- **No Project Alternative:** retain the site's current Neighborhood/Community Commercial (NCC) General Plan land use designation and Commercial General (CG) zoning, maintain existing buildings, and continue the current operations on the Project site. Currently vacant buildings may be reoccupied.
- **Alternate Placement On-Site Alternative:** development would maintain a similar building footprint and layout, including the positioning of loading docks on the south side of the Costco building. However, the alternative would locate the Costco building on the northwestern portion of the Project site, along the Lawrence Expressway frontage.
- **Reduced Size Alternative:** development of a Costco with its building size reduced by approximately thirty percent to be 108,000 square feet
- **No Rooftop Parking Alternative:** considers removing the proposed rooftop parking, screening, and associated circulation infrastructure from the proposed Costco building, while maintaining the same building footprint as the proposed Project

Alts Considered but Rejected:

- Alternate Site
- Mixed-Use
- Subterranean Parking

Project Alternatives

Impact	Project Impact	Impact Relative to Project			
		No Project Alternative	Alternate Placement On-Site Alternative	Reduced Size Alternative	No Rooftop Parking Alternative
Aesthetics	Less than Significant	Decrease	No Change	No Change	No Change
Agricultural Resources	No Impact	No Change	No Change	No Change	No Change
Air Quality	Less than Significant with Mitigation	Decrease	Increase	No Change	Increase
Biological Resources	Less than Significant with Mitigation	Decrease	No Change	No Change	No Change
Cultural Resources	Less than Significant	Decrease	No Change	No Change	No Change
Energy	Less than Significant	Decrease	No Change	No Change	No Change
Geology and Soils	Less than Significant	Decrease	No Change	No Change	No Change
Greenhouse Gas Emissions	Less than Significant	Decrease	No Change	No Change	No Change
Hazardous Materials	Less than Significant with Mitigation	Decrease	No Change	No Change	No Change
Hydrology and Water Quality	Less than Significant	Decrease	No Change	No Change	No Change
Land Use and Planning	Less than Significant	Decrease	No Change	No Change	No Change
Mineral Resources	No Impact	No Change	No Change	No Change	No Change
Noise and Vibration	Less than Significant with Mitigation	Decrease	Decrease	Decrease	No Change
Population and Housing	Less than Significant	Decrease	No Change	No Change	No Change
Public Services	No Impact	No Change	No Change	No Change	No Change
Recreation	Less than Significant	Decrease	No Change	No Change	No Change
Transportation	Less than Significant	Increase	Increase	Increase	Increase
Tribal Cultural Resources	Less than Significant	Decrease	No Change	No Change	No Change
Utilities and Service Systems	Less than Significant	Decrease	No Change	No Change	No Change
Wildfire	Less than Significant	Decrease	No Change	No Change	No Change

CEQA Process- Next Steps

**Notice of
Preparation**

(10/20/21)

**Draft
Environmental
Impact Report
(DEIR) Published**

(12/15/23)

**Draft
Environmental
Impact Report
Public Review
Period**

(12/15/23 – 02/20/24)

**Final
Environmental
Impact Report
(FEIR)**

**Planning
Commission
Hearing**

(Planning Commission
makes recommendation to
City Council)

**City Council
Hearing**

(City Council considers
Final EIR and Project)

**Next
Steps**

How to Provide Comments

Public Review: December 15, 2023 - February 20, 2024 (by 5:00 pm).

How to Provide Comments on the Draft EIR:

Email: Kara.Hawkins@sanjoseca.gov

Mail: Department of Planning, Building, and Code Enforcement
Attn: Kara Hawkins
200 East Santa Clara St., 3rd Floor
San José, CA 95113

NOTE: Please reference File No. CP21-022 in email/mail.

Questions

Closing Remarks

Thank You!
