

Appendix A

NOP and Responses*

* Scoping meetings were held for the project where attendees were invited to submit hand-written comments on the NOP. The content of the comments that were received were considered during preparation of the SEIR. However, due to the volume of hand-written comments received, they are not reproduced in this SEIR. These comments are on file at the City of San Jose Planning Department and can be viewed during normal business hours upon request.



NOTICE OF PREPARATION OF A DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE COMMUNICATIONS HILL 2 KB HOME RESIDENTIAL/VILLAGE CENTER COMMERCIAL PROJECT

As the Lead Agency, the City of San José will prepare a Subsequent Environmental Impact Report (SEIR) for the Communications Hill 2 KB Home Residential/Village Center Commercial Project. The City welcomes your input regarding the scope and content of the environmental information that is relevant to your area of interest, or to your agency’s statutory responsibilities in connection with the proposed project. If you are affiliated with a public agency, the SEIR may be used by your agency when considering subsequent approvals related to the project.

The project description, location, and a brief summary of the probable environmental effects that will be analyzed in the SEIR for the project are attached. According to State law, the deadline for your response is 30 days after receipt of this notice; however, we would appreciate an earlier response, if possible.

If you have any comments on this Notice of Preparation or general, non-SEIR related questions or comments, please send your correspondence to:

City of San Jose Department of Planning, Building, and Code Enforcement, Attn: Bill Roth, Planner II
200 East Santa Clara Street, Tower 3rd Floor San José, CA 95113-1905
Phone: (408) 535-7837, e-mail: bill.roth@sanjoseca.gov

The Draft SEIR for the Communications Hill 2 KB Home Residential/Village Center Commercial Project is currently being prepared. A separate SEIR Notice of Availability will be circulated when the Draft SEIR becomes available for public review and comments (anticipated to begin in late 2013).

The Planning Division will hold two public scoping meetings to describe the proposed project and the environmental review process, and to obtain your input on the scope of the SEIR so that it addresses all relevant environmental issues. The June 10th meeting will begin with a one-hour community meeting to get input on the project before a one hour meeting focused on the environmental review. The June 17th meeting will focus on the environmental review (held during the day to facilitate attendance by local agency staff).

<p align="center"><u>Community Meeting and SEIR Scoping Meeting</u> <u>Monday, June 10, 2013 – 6:30-8:45 PM</u> Communications Hill Fire Station 33 2933 Saint Florian Way, San José, CA 95136</p>	<p align="center"><u>SEIR Scoping Meeting</u> <u>Monday, June 17, 2013 – 2:00-3:30 PM</u> San José City Hall – Wing Room 119-120 200 E. Santa Clara Street, San José, CA 95113</p>
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Joe Horwedel, Director
City of San José Department of Building, Planning, and Code Enforcement


Deputy

Date: 5/21/2013

Muốn biết tin tức bằng tiếng Việt Nam về tờ thông tin này, xin quý vị liên lạc Kayla Do ở số (408) 535-7721.

Para información en español acerca de esta solicitud, comuníquese con Maria Diaz-Perez al (408) 535-7660.

**NOTICE OF PREPARATION OF A DRAFT SUBSEQUENT
ENVIRONMENTAL IMPACT REPORT FOR THE
COMMUNICATIONS HILL 2 KB HOME
RESIDENTIAL/VILLAGE CENTER COMMERCIAL PROJECT**

May 2013

1.0 INTRODUCTION

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment, to examine methods of reducing adverse impacts, and to consider alternatives to the project.

The EIR for the Communications Hill 2 KB HOME Residential/Village Center Commercial Project will be a Subsequent EIR (SEIR) to the previously certified *Communications Hill Specific Plan (CHSP) Environmental Impact Report* (City of San José, 1992). The CHSP serves as the action guide for development activities in the Plan Area, including the project site. The proposed KB Home project is within the boundaries of the approved Communications Hill Specific Plan Area (Plan Area) and would result in the construction of the remaining residential units included in the Specific Plan. Other land uses proposed, consistent with the Specific Plan, are commercial/retail, industrial park, a school, parks, trails, open space, and stormwater filtration/detention facilities. Therefore, the Communications Hill 2 KB Home Project EIR will tier off the *Communications Hill Specific Plan EIR* to the extent possible. Information contained in the recently approved *Envision San José 2040 General Plan*, which anticipates the development of the project site, will also be utilized as it pertains to the project and site characteristics.

The SEIR will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended and the City of San José's requirements. In accordance with the requirements of CEQA, the SEIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, probable environmental impacts, and mitigation measures;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth-inducing impacts of the proposed project; and (d) cumulative impacts.

This EIR evaluates the impacts of such a project according to the requirements of the City of San José and CEQA. The Communications Hill Specific Plan and Envision San José General Plan 2040 are available for review at <http://www.sanjoseca.gov/DocumentCenter/Home/View/456> and <http://www.sanjoseca.gov/index.aspx?nid=1737>, respectively.

2.0 PROJECT BACKGROUND

In the San José Horizon 2000 General Plan adopted in 1984, Communications Hill was recognized as a suitable location for development of a high-density urban community, due to its proximity to major transportation facilities and employment centers. In 1992, the City of San José adopted the Communications Hill Specific Plan, which established the framework for development of a mixed-use, high density, pedestrian-oriented, urban neighborhood with supporting public facilities and infrastructure. A program-level EIR was prepared for the Specific Plan in 1991. Since then, several amendments to the Specific Plan have been adopted and residential projects have been constructed.

Residential projects constructed thus far within the CHSP Area include the 733-unit, 130-acre Kaufman and Broad Residential Project (“Tuscany Hills”), for which a supplemental EIR was prepared in 2000. Other residential projects constructed within the Plan Area include the Dairy Hill, Helzer Ranch, Lancaster Gate, and Goble Lane projects. All of these projects have resulted in the construction of approximately 2,500 residential units and infrastructure within the Plan Area. The Specific Plan includes a Village Center neighborhood commercial area and supporting public facilities, including parks and a school. Areas along Monterey Road have been designated in the Specific Plan for Heavy Industrial, Light Industrial, Combined Industrial/Commercial and Industrial Park and High Density Residential (25-50 DU/AC) uses.

The City’s Envision San José 2040 continues to recognize the Communications Hill Specific Plan vision of a very urban, high density, pedestrian-oriented community with approximately 4,700 total dwelling units and community facilities on the top and lower sides of Communications Hill leaving substantial swaths of the grassy hillsides as open space. The proposed project is the construction of the remaining 2,200 residential units and the Village Center commercial area generally consistent with the scale of development described in the Specific Plan. Program- and project-level environmental review will also be provided for the industrial park uses anticipated for the eastern portion of the site as shown on Figure 3.

3.0 PROJECT LOCATION

The entire Communications Hill Specific Plan area comprises approximately 900 acres of hilly land located approximately four miles south of downtown San José. The Plan Area is bounded by Curtner Avenue to the north, Monterey Road to the east, Capitol Expressway, Snell Avenue, and Hillsdale Avenue to the south, and Guadalupe Freeway (SR 87) to the west. The Oak Hill Cemetery is located adjacent to the northeastern boundary of the Plan area.

The proposed project site is within the Specific Plan Area near the top of the hill adjacent to the existing KB Home Tuscany Hills development. The site is generally bounded by the Caltrain/Union Pacific railroad tracks on the north, Old Hillsdale Avenue to the east, the Tuscany Hills development to the south, and the Millpond and Dairy Hill neighborhoods to the west. The gross acreage of the project site is approximately 312 acres, with a net acreage of approximately 250 acres (subtracting out public parks dedication and public right of way). The site is vacant and comprised primarily of grassland. The residential/commercial portion of the site is approximately 79 gross acres, while the industrial property is approximately 55 gross acres.

The regional project location is shown on Figure 1, the project vicinity is shown on Figure 2, and the conceptual land use plan is shown on Figure 3.

4.0 DESCRIPTION OF THE PROJECT

The proposed project is the build-out of the remaining approximately 2,200 residential units allowed within the Specific Plan Area, which is anticipated to occur over a 12-15 year timeframe. It also includes construction of up to 67,500 square feet of commercial/retail uses, parks, open space, trails, streets, stormwater facilities, and other associated supporting infrastructure. The SEIR will also provide program-level environmental review for the development of an elementary school, centrally located on approximately 4.2 acres, as shown on Figure 3. This development was included in the Specific Plan. Subsequent environmental review will be required prior to development of the school.

The proposed project also includes the future development of approximately 55 acres of industrial park uses in the eastern portion of the site near the base of Communications Hill adjacent to Old Hillsdale Avenue (refer to Figure 3). Details for this development have not yet been determined, although it is anticipated that it would have a Floor Area Ratio (FAR) of approximately 0.6. This would allow approximately 1.44 million square feet of industrial park development, consistent with the Specific Plan and the City’s Zoning Ordinance. The SEIR will provide program- and project-level environmental review for the industrial park uses. Subsequent environmental review will be required prior to development of the industrial park uses. Proposed land uses are shown in Table 1, below.

Table 1: Proposed Land Uses	
Land Use	Area in Acres
Residential (as shown in Table 2)	79.1
Mixed Use Commercial/Village Center*	3.1
Public Right-of-Way Dedication	43
Public Park	16
School	4.2
Future Industrial Park	55
Public/Private Open Space/Water Quality Facilities	111.5
Existing Right-of-Way	3.3
Total	312.1
*The 3.1 acres in the Village Center are included in the 79.1 acres of residential lands.	

While the proposed project is generally consistent with the overall goals and intent of the Specific Plan, General Plan amendments will be required. The existing CHSP land use designations of the site will be changed to be consistent with the City’s recently updated Envision San José 2040 General Plan. General Plan amendments would also be required to modify some components of the Specific Plan, including changes related to infrastructure improvements as described in greater detail below.

Pre-zoning, annexation, and rezoning of the site would also be required. Potential discretionary actions associated with the proposed project include:

- Approval of Assessment Districts and/or Capital Improvement Programs to determine funding arrangements for infrastructure;
- Approval of a development Phasing Plan;
- Approval of new and/or revisions to existing Development Agreements;
- Development Permits and Subdivision Maps;

- Public right-of-way dedication;
- NPDES Permits;
- U.S. Army Corps of Engineers and Regional Water Quality Control Board Permits;
- Tentative Maps;
- Tree Removal Permits; and
- Grading Permits.

Components of the proposed project are described below.

Residential Development

The project proposes the development of up to 2,200 residential units consisting of townhomes/flats, detached alley townhomes, detached row townhomes, podium condominiums, and apartments in the Village Center. The overall density of the residential development would be approximately 27.8 dwelling units per acre per block. An approximate breakdown of residential units to be developed is shown in Table 2, below.

Table 2: Proposed Residential Unit Mix and Densities			
Unit Type	Number	Acreage	Approx. Average Density in du/ac
Attached Townhomes/Flats	900	39	23
Detached Alley Townhomes	375	15	25
Detached Row Townhomes	300	16	19
Podium Condominiums	460	6	77
Apartments in Village Center*	165	3	55
Total	2,200	79	27.8
*These structures also include commercial/retail uses.			

The attached multi-family townhomes would be approximately three stories with between four and nine units per building, while the detached units would range from two to three stories (up to 45 feet in height for both unit types). Four podium condominium buildings are proposed as part of the project. These structures would have seven levels over two levels of parking (up to 150 feet). Two of these buildings would be located northwest of the Village Center and two would be located on the eastern side of the hill. The three Village Center apartment/retail buildings would be approximately four stories in height (up to 75 feet).

The project proposes to construct four tall buildings on the project site as shown on Figure 3, consistent with the Specific Plan. The 10 large-lot single-family residential units originally planned near Carol Drive would not be constructed as part of the project.

Commercial/Retail/Office Development

The Communications Hill Specific Plan includes the construction of between 50,000 and 80,000 square feet of commercial/retail development in the “Village Center.” The project proposes up to approximately 67,500 square feet of mixed use commercial/retail uses, consistent with the amount and type of development allowed by the CHSP. Uses include restaurants, shops, entertainment, and small office consistent with the Specific Plan. Building heights would be up to 75 feet.

Parks, Trails, and Open Space

The Specific Plan identifies 22.8 acres of parks, including five acres of school playfields. Approximately 7.8 acres of parks have been constructed thus far, and the balance (approximately 16 acres) will be constructed as part of the proposed project.

The proposed project includes 112 acres of open space, predominately consisting of hillside slopes. Trails, staircases, and water quality facilities are proposed in the open space areas, consistent with the Specific Plan.

School

The Specific Plan designates a 5.2-acre centrally located parcel for use as a school site, as shown on Figure 3. As previously described, approximately five acres of playfields would be constructed adjacent to the school for public and school use. The Specific Plan anticipated that the school would be an elementary school serving the Franklin-McKinley School District; however, this has not yet been determined.

The proposed project includes the remediation of hazardous materials on the school site and the capping of the site in accordance with all federal, state, and local regulations. While the proposed project does not include the actual construction of the school on a 4.2-acre site, it does include the construction of the adjacent playfields.

Existing Mercury Mine/Former Quarry

There is an existing abandoned mercury mine and a former rock quarry within the boundary of the proposed project site. The project proposes to close these existing uses according to all local, state, and federal laws. An aggregate recycling center is currently using the quarry property. It is anticipated that the recycling center will continue to operate until its Use Permit expires in approximately 10 years.

Infrastructure

As previously described, some residential uses, infrastructure, and roadways have been constructed within the Specific Plan Area, including the 733-unit Tuscan Hills development at the top of the hill adjacent to the proposed project site. A portion of Communications Hill Boulevard was constructed to provide access to the existing and proposed residential units. Infrastructure components including streets, water and sewer lines, and utilities (gas, electricity, cable, and telephone) constructed thus far were sized to accommodate the proposed project. An existing PG&E distribution/transmission line runs east/west through the Specific Plan Area.

The proposed project includes additional infrastructure components to serve the proposed development, as well as changes to some elements currently identified in the Specific Plan. Major infrastructure elements are described below:

1. The proposed project will require the construction of new internal streets to serve the development, as well as the connection of Communications Hill Boulevard through the development to Curtner Avenue, as shown on Figure 3. The proposed streets will be constructed consistent with the Design Standards for streets in the Specific Plan and will be appropriately phased with development.
2. Additional infrastructure including water, sewer, and utilities will be extended to serve the project site, as needed.

3. The Specific Plan includes the extension of Pullman Way from Communications Hill Boulevard to Monterey Road. The extension of Pullman Way was realigned as part of the Specific Plan amendments approved in 2002. The environmental analysis will include scenarios that analyze the conditions with and without the Pullman Way extension and possible alignments/designs for this roadway.
4. A vehicle bridge over the Caltrain/UPRR tracks will be constructed as part of Communications Hill Boulevard, as shown on Figure 3, consistent with the Specific Plan.
5. The proposed project will require stormwater filtration/detention basins to be located on the site. One basin will be located in the northern portion, while the other would be constructed in the southwestern portion of the site near the existing basin, as shown on Figure 3. The existing basin may require modifications/expansion to accommodate run-off from the site. These basins would provide water quality benefits as well as detain water on-site during rain events prior to outfall to the City's stormwater system, consistent with the Specific Plan.
6. The site will be re-graded to repair the grading alterations that were done as part of the former quarry operations. The grading will be designed to more closely follow the previous pre-quarry and natural topography. This will generally result in streets and blocks with slopes similar to development on the south/southwestern facing slopes of the hill.

5.0 Environmental Effects of the Project

A program-level EIR was previously adopted for the CHSP project. As development within the Specific Plan area was proposed, subsequent project-level EIRs and Initial Studies were prepared. This Subsequent EIR will be a project-specific environmental review document for the residential and commercial development of approximately 250 acres at the top of Communications Hill. The SEIR will also provide program- and project-level environmental review for approximately 55 acres of industrial park development. Subsequent environmental review will most likely be required for the future development of the industrial property and construction of the school.

The SEIR will identify the significant environmental effects anticipated to result from development of the project as proposed. The SEIR will include at least the following specific environmental categories related to the proposed development:

Land Use

The SEIR will describe existing land uses in the vicinity of the project site and the project's consistency with plans and policies including the current General Plan Land Use/Transportation Diagram and San José Zoning Ordinance. The SEIR will describe the changes in land uses proposed by the project and identify land use compatibility impacts, as necessary. Mitigation measures will be described for any significant land use impacts.

Transportation

The SEIR will describe existing traffic conditions in the project area and compare them to project traffic conditions based on a Traffic Impact Analysis (TIA) to be completed according to the requirements of the City and the Valley Transportation Authority (VTA). An evaluation of the traffic impacts for the future industrial development will be included as part of the overall analysis. Impacts from implementation of the proposed project on freeways, interchanges, and signalized and unsignalized intersections will be determined for the AM and PM peak hours for project conditions. Feasible mitigation measures for significant impacts will be identified as appropriate. Additionally, policy changes related to transportation level of service impacts may be identified for this project, and if necessary, will be analyzed in the SEIR.

Air Quality

The SEIR will describe existing local and regional air quality and the air quality impacts of the proposed project in accordance with the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines. The impact of the proposed project on local emissions and regional air quality plans will be analyzed. Impacts to the project from toxic air contaminants and diesel particulate matter will also be analyzed, based on a phasing plan. Mitigation measures will be identified, as appropriate.

Noise/Vibration

The SEIR will describe the existing noise environment and noise impacts to and from the proposed project. Noise impacts will be identified for: (1) proposed land use changes that will expose new sensitive receptors to noise or vibration levels exceeding those considered normally acceptable based on the City's policies; and (2) changes in the noise environment resulting from the proposed project. Mitigation measures will be identified, as appropriate.

Biological Resources

The SEIR will describe and quantify the existing habitats in and around Communications Hill, and will identify sensitive habitats that could be impacted (directly or indirectly) by the proposed development. The EIR will describe the existing habitat with respect to Burrowing Owl, California Tiger Salamander, Bay Checkerspot Butterfly, serpentine plants, and other species. Impacts from the proposed project will be described and mitigation measures will be identified, as appropriate. It is intended that mitigation for biological impacts would be provided by participation in the Draft Santa Clara Valley Habitat Conservation Plan process, which is anticipated to be operative in October 2013.

Cultural Resources

The SEIR will describe existing cultural resources within the project area based upon a cultural resources report. The potential for cultural or historic resources to be affected by the project will be assessed. Mitigation measures will be identified for significant cultural resource impacts, as appropriate, in conformance with the standards and guidelines identified in CEQA and the City's General Plan.

Geology and Soils

The EIR will discuss the geologic hazards and soils conditions on the project site, based on a site-specific geotechnical report. The status of the quarry and mine will be described. Mitigation will be identified as appropriate, including conformance with design-specific geotechnical reports and the Uniform Building Code.

Mineral Resources

The potential to affect mineral resources will also be discussed in the SEIR. Communications Hill has been identified as containing mineral deposits of regional significance and a former quarry is located within the Specific Plan Area. An abandoned mercury mine is also located on the site. Mitigation measures will be identified for any potential impacts to mineral resources, as necessary.

Hydrology and Water Quality

The SEIR will describe existing hydrologic conditions on the site and evaluate flooding, drainage, and water quality impacts that would result from or impact the proposed project. The analyses in this section of the EIR will address the C3 and Hydromodification Management Plan (HMP) requirements of the Santa Clara County NPDES permit. The SEIR will identify mitigation measures, as appropriate.

Hazards and Hazardous Materials

The SEIR will describe existing conditions and impacts resulting from hazardous materials contamination from current or former uses on the project site. Naturally occurring asbestos is located on some portions of the site. Mitigation measures, including conformance with laws and regulations, buffers, and restrictions on hazardous materials usage will be discussed as appropriate.

Population and Housing

The SEIR will describe anticipated changes in projected population, jobs, and housing as a result of the proposed project. Population and housing impacts will be addressed and mitigation measures identified, as appropriate.

Utilities and Service Systems

The SEIR will describe the anticipated demand for utilities and services, including water, sanitary sewer, storm sewer, and solid waste resulting from the proposed project. The SEIR will evaluate whether the existing and planned utilities and service systems have the capacity to serve the proposed project. Mitigation measures for utility and service impacts will be identified, as appropriate.

Energy

In conformance with Appendix F of the CEQA Guidelines, the SEIR will identify the potential for the project to result in significant energy impacts. Mitigation measures for energy impacts will be identified, as appropriate.

Aesthetic/Visual Resources

Communications Hill is a visually prominent feature in the Santa Clara Valley. The SEIR will describe the existing visual character of the project area and evaluate the aesthetic changes that will result from implementation of the proposed project. Photo simulations will be used to illustrate future visual conditions. Mitigation measures for aesthetic and visual resource impacts will be identified, as appropriate.

Availability of Public Facilities and Services

Increases in demand for public services resulting from the project will be estimated in the SEIR based upon a qualitative estimate of demand for school, police, fire, and medical services and estimates of per capita demand for parks and libraries. Likely impacts to the physical environment that could result from these increased demands will be identified. Mitigation measures, such as in-lieu fees and other programs and funding mechanisms for new facilities will be identified, as appropriate.

Recreation

The proposed project has been designed to include parks and recreational facilities to accommodate the future residents of Communications Hill. Therefore, it is not anticipated that the proposed project would result in an increase in the use of existing facilities in the project area. However, should impacts to existing facilities be anticipated, mitigation measures will be identified in the SEIR.

Global Climate Change

The SEIR will describe the regulatory context surrounding the issue of global climate change and will evaluate the greenhouse gas emissions and contribution to global climate change resulting from the project. The SEIR will also discuss impacts to the project area resulting from the effects of global climate change, consistent with the General Plan and the City's Greenhouse Gas Reduction Strategy. Mitigation measures will be identified, as appropriate.

Cumulative Impacts

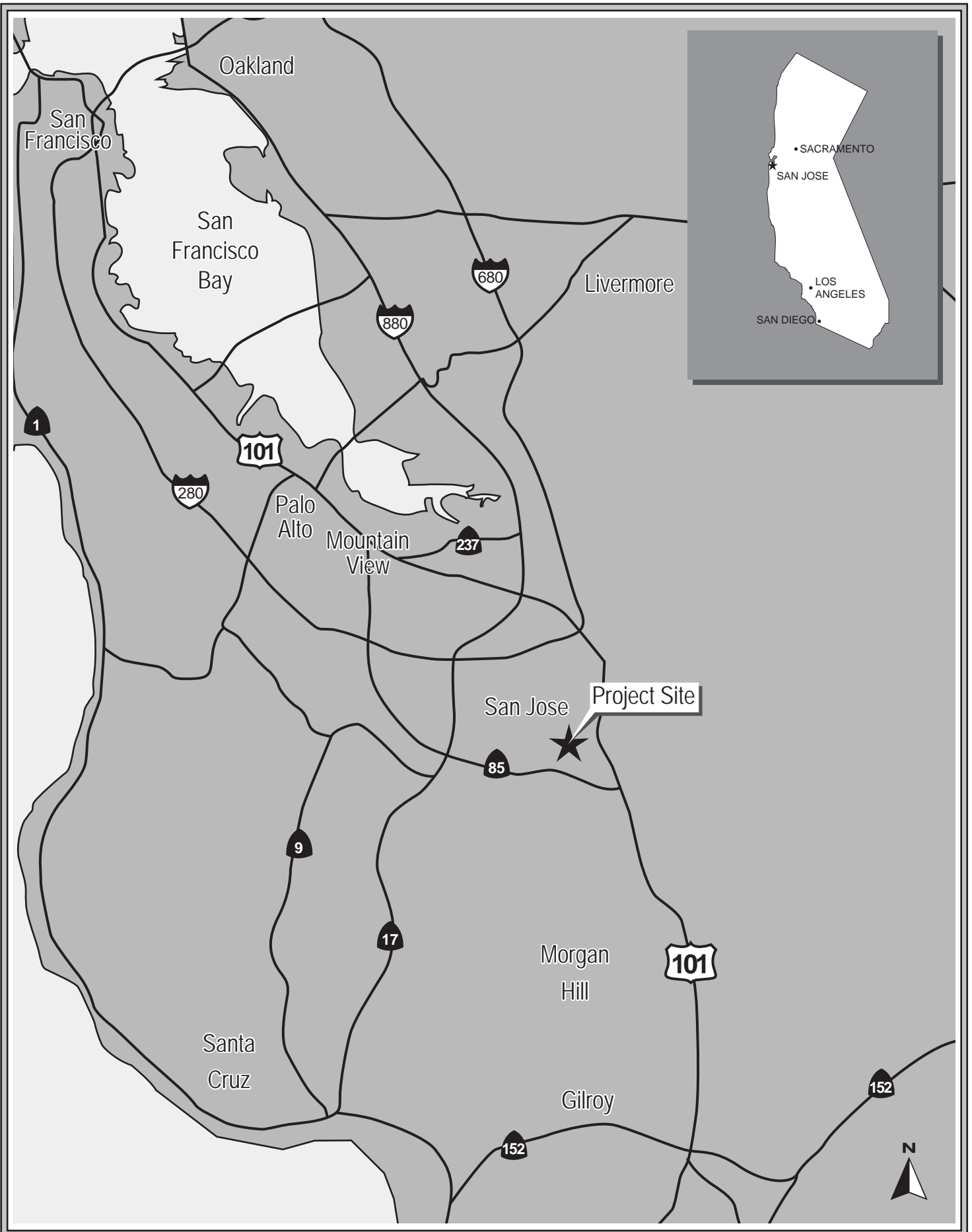
The SEIR will discuss the cumulative impacts of the project in combination with other past, present, or reasonably foreseeable programmatic projects. Mitigation measures will be identified to reduce and/or avoid significant impacts, as appropriate.

Alternatives

The SEIR will evaluate possible alternatives to the project, based on the results of the environmental analysis. The alternatives discussion will focus on those alternatives that could feasibly accomplish most of the objectives of the project and be consistent with the City of San José General Plan, while avoiding or substantially reducing one or more of the significant environmental effects (CEQA Guidelines Section 15126.6). The environmentally superior alternative(s) will be identified based on the number and degree of associated environmental impacts.

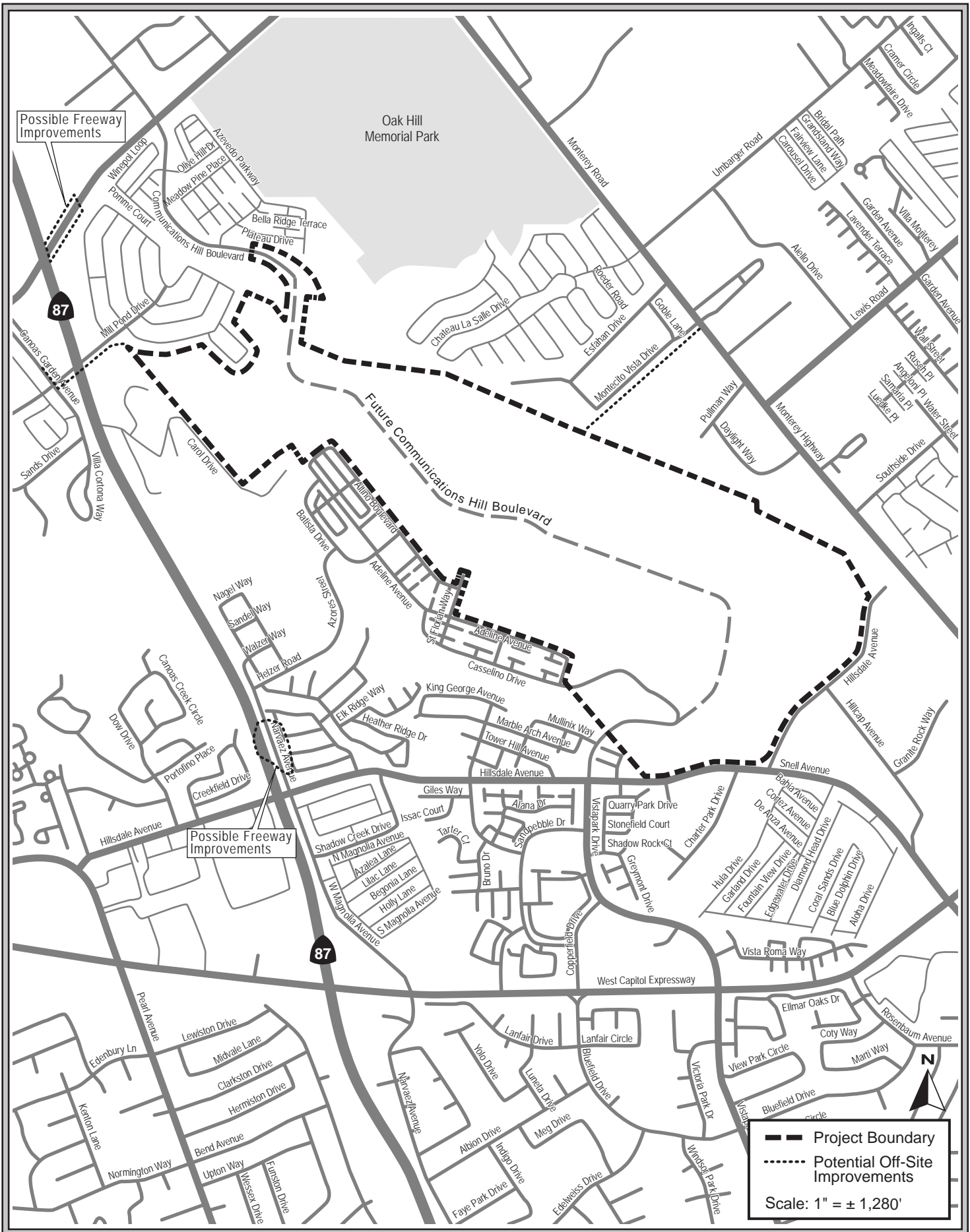
Other Sections

The SEIR will also address all other topics required under the CEQA Guidelines, including: 1) Growth Inducing Impacts; 2) Significant Unavoidable Impacts; 3) Significant Irreversible Environmental Changes; 4) Consistency with Plans and Policies; 5) References; and 6) EIR Authors. Relevant technical reports will be provided as appendices.



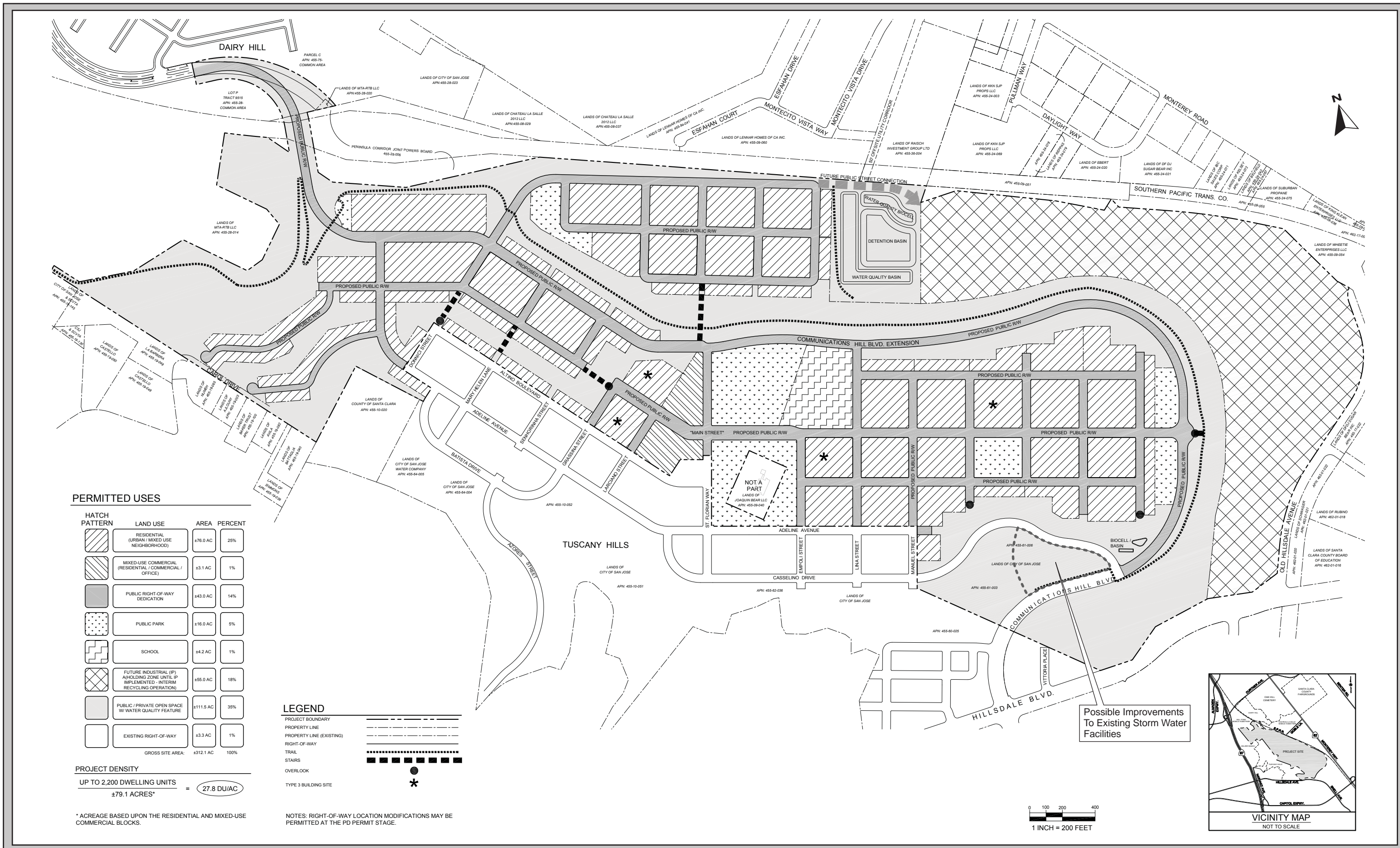
REGIONAL MAP

FIGURE 1



VICINITY MAP

FIGURE 2



PERMITTED USES

HATCH PATTERN	LAND USE	AREA	PERCENT
[Diagonal Hatching]	RESIDENTIAL (URBAN / MIXED USE NEIGHBORHOOD)	±76.0 AC	25%
[Cross-hatching]	MIXED-USE COMMERCIAL (RESIDENTIAL / COMMERCIAL / OFFICE)	±3.1 AC	1%
[Solid Grey]	PUBLIC RIGHT-OF-WAY DEDICATION	±43.0 AC	14%
[Dotted]	PUBLIC PARK	±16.0 AC	5%
[Grid]	SCHOOL	±4.2 AC	1%
[Diagonal Hatching]	FUTURE INDUSTRIAL (IP) HOLDING ZONE UNTIL IP IMPLEMENTED - INTERIM RECYCLING OPERATION	±55.0 AC	18%
[Solid Grey]	PUBLIC / PRIVATE OPEN SPACE W/ WATER QUALITY FEATURE	±111.5 AC	35%
[White]	EXISTING RIGHT-OF-WAY	±3.3 AC	1%
GROSS SITE AREA:		±312.1 AC	100%

PROJECT DENSITY
 UP TO 2,200 DWELLING UNITS
 ±79.1 ACRES* = 27.8 DU/AC

LEGEND

[Dashed Line]	PROJECT BOUNDARY
[Solid Line]	PROPERTY LINE (EXISTING)
[Dotted Line]	RIGHT-OF-WAY
[Dashed Line]	TRAIL
[Dotted Line]	OVERLOOK
[Star Symbol]	TYPE 3 BUILDING SITE

* ACREAGE BASED UPON THE RESIDENTIAL AND MIXED-USE COMMERCIAL BLOCKS.

NOTES: RIGHT-OF-WAY LOCATION MODIFICATIONS MAY BE PERMITTED AT THE PD PERMIT STAGE.

CONCEPTUAL LAND USE PLAN

FIGURE 3

Roth, Bill

From: David Noel [dnoel1234@aol.com]
Sent: Friday, May 24, 2013 12:00 AM
To: Roth, Bill
Subject: NOP For Communications Hill 2 KB Home Project

Hi Bill,

I received your Notice of Preparation for the Communications Hill 2 KB Homes project SEIR. I would like to request that highest priority be given to studying and mitigating traffic congestion at the already dysfunctional Narvaez interchange with northbound SR87.

Thank you!

David Noel, President
Erikson Neighborhood Association

5/28/2013

Sent: Monday, May 27, 2013 7:20 PM

To: Roth, Bill

Subject: Regarding community meeting for communications hill on June 10.

Dear Sir,

I am owner of condo at Grasinna.

I will be out of town and not available on June 10th for the meeting.

I am strongly concerning the project since it will be next to my condo.

My room is #633 and concerning new buildings will block my view from room.

What will be best way for me to show our my concern.

Another question is what is "TYPE 3 Building site" means?

What kind of building is planned for the site.

Please provide me your answer for above two questions.

Thank you.,

Noboru Taniguchi

To: "bill froth" <bill.froth@SANJOSECA.GOV>

Sent: Sunday, June 2, 2013 8:04:41 AM

Subject: COMMUNITY PROJECT MNEETING JUNE 10,2013.

Dear Mr. Roth.

I live in Millpond Senior Mobile Home Park.
The meeting that you have scheduled for the proposed 320 acre site on June 10th. I and I assume some of the older seniors like me will find it hard to attend. I and my wife are both in the 80yr olds.

I am not an organizer of this parks association but just writing this for my own information so.

is there any way that we perhaps have our own meeting at our park or could you send general lay out of the work that will be done.

My mobile home backs right on to the proposed work area so am worried about noise, dust, and will an wall be built between my mobile and the work area before they get to busy tearing up the landscape.

Thanking you for any help you can be to me on this matter

Yours E.C.Humphreys

Sent: Monday, June 03, 2013 11:08 AM
To: Roth, Bill
Subject: Project Communication Hill

Attn: Bill Roth Planner II:

The project to develop 320 acres on Communication Hill with the extension reaching the edge of the Millpond Community Mobile Home development for senior citizens imperils those living in the park. The amount of traffic both human and automobiles within the confines of the small entrance to our community endangers our senior citizens.

I respectfully urge you to look at protecting that hill which overlooks our only entrance and move the project back up the hill closer to the Communication Hill residences already on the site and leave that portion adjacent to the Millpond entrance a green county area.

Thank you,
Gloria Jabaut

County of Santa Clara

Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
1-408-573-2400



June 12, 2013

Bill Roth
City of San Jose
200 East Santa Clara Street, Tower 3rd Floor
San Jose, CA 95113-1905

**SUBJECT: Notice of Preparation of Draft Subsequent Environmental Impact Report
Communications Hill 2 KB Home Residential/Village Center Commercial Project**

Dear Mr. Roth:

The County of Santa Clara Roads and Airports Department appreciates the opportunity to comment on the Notice of Preparation. The County is submitting the following comments.

A Transportation Impact Analysis (TIA) should be prepared to update the study intersections studied in the 2000 *Communications Hill Supplemental EIR*. The TIA for the Subsequent EIR should analyze study intersections for the proposed project following the latest Congestion Management Program (CMP) TIA Guidelines to identify significant impacts for the SEIR. The TIA should include, but not be limited to, the following expressway intersections:

Capitol Expressway/Monterey Road (N)*	Almaden Expressway/Foxworthy Avenue
Capitol Expressway/Monterey Road (S)*	Almaden Expressway/Cherry Avenue
Capitol Expressway/Pearl Avenue*	Almaden Expressway/Branham Lane*
Capitol Expressway/Narvaez Avenue	Almaden Expressway/Blossom Hill Road*
Capitol Expressway/SR-87 SB Ramps*	Almaden Expressway/SR-85 NB Ramps*
Capitol Expressway/Snell Avenue*	Almaden Expressway/SR-85 SB on-ramp*
Capitol Expressway/Copperfield Drive	Capitol Expressway/Vistapark Drive

* denotes CMP intersection

The *Comprehensive County Expressway Planning Study – 2008 Update* adopted by the Board of Supervisors in March 2009 should be consulted for a list of mitigation measures for significant impacts to the expressways. Should the *Expressway Study* not include an improvement that would mitigate a significant impact, the TIA should identify mitigation measures that would address the significant impact. Mitigation measures listed in the TIA should be incorporated into the EIR document.

NOP-Draft Subsequent EIR
Communications Hill 2 KB Home Residential
Village Center Commercial Project
June 12, 2013
Page 2 of 2

The 2000 *Communications Hill Supplemental EIR* identifies the conversion of the eastbound exclusive right-turn lane to a shared through/right-turn lane to extend past Narvaez Avenue as a traffic mitigation measure for the SR-87 southbound ramps and Capitol Expressway. This measure has not yet been implemented, and should be considered as a mitigation measure for the Subsequent DEIR. Additionally, the County Road Commission has recently requested the implementation of a VTA proposal to re-configure the Capitol Expressway/SR-87 interchange; this should also be taken into consideration.

If you have any questions about these comments, please contact me at 408-573-2465 or dawn.cameron@rda.sccgov.org.

Sincerely,



Dawn S. Cameron
County Transportation Planner

c: MA, AP

**Notice of Preparation Comment Sheet
SEIR, Communications Hill**

From: Diana Petersen
383 Millpond Drive
San Jose, CA 95125
408-380-4766
dp1216@sbcglobal.net

June 16, 2013

These are my comments and concerns regarding the development on the north side of Communications Hill:

1. **Increased traffic on Curtner.** The completion of Communications Hill Blvd. over the CalTrain railway will allow all those thousands of residents to bypass the Narvaez entrance to Highway 87, by giving them a nearly direct onramp to Hwy. 87 via Unified Drive. The idea looks good on paper, however, the traffic on Curtner is already very heavy and backed up past Communications Hill Blvd. during the morning commute.

The current residents other neighborhoods along Hillsdale who are ensnarled in the Narvaez morning traffic, will also be tempted to shortcut to Curtner, thereby avoiding the Narvaez onramp, but these additional vehicles trying to enter Hwy. 87 from Curtner will simply add an even-larger number of vehicles and driving time to the Curtner traffic backups.

There is no provision to open the Communications Hill traffic directly to Monterey Road, which is just wrong. There needs to be access to all the nearby thoroughfares to accommodate the increased traffic, and the increased cost of building the railway overpass must be incorporated into the project.

2. **Security issues:** The residents of Communications Hill are already victimized by the homeless community who live along the CalTrain railway. Those homeless folks loiter, create litter, urinate and defecate, and threaten the safety, security and peaceful quality of life for the people up on the hill. The current plan will build a stairway and a trail to give direct pedestrian and bicycle access to the light rail station from Communications Hill, and will run right along our property line, giving access to our neighborhood by the homeless people and others.

We at Millpond are currently secluded from such pedestrian traffic. In fact, the entrance to our park is not obvious, but putting in the trail is going to permanently change our quality of peaceful life. We are a community of older persons, many of whom are in their 80s and 90s. While we do look out for

each other, many of the community are quietly tucked away in their homes, and would be easy prey. This is not a good thing at all, and is very concerning, especially noting item #4 below.

3. **Visual Pollution:** This project will simply ruin the peaceful nature of the hillside, which is enjoyed by many thousands more flatlanders than the number of new residents who will move up to the hill. In fact, there are only two streets which are scheduled to be built on the north side, and perhaps they could be relocated to the east side or the south side. Relocation (or preferably elimination) of those homes would mean the hillside would be saved for the wildlife that makes the hill their home. There isn't much undisturbed soil left in this area, and it makes me so miserable to think that we'll be losing this wonderful, grassy hill to yet more housing. And high density housing at that.

I watch hawks, kites, owls and vultures soar and hunt over that hill. I see the grass blowing in the wind. The oak tree is a feature to be protected and saved. For all of us living at the base of the hill, being able to gaze at that hill and the open sky gives us peace and much enjoyment. The undeveloped hillside is a very good thing.

4. **Lack of City support:** At the June 10 meeting at Fire Station #33, it was sadly apparent that many residents up on the hill have called the City for various issues, including a police officer who resides up there, and has been ignored when he has called the City for assistance with traffic issues. The proposed development will only increase those problems, and cause the problems to spread to other neighborhoods, including mine. I am most unhappy and fearful about that prospect.

To
Bill Roth
City of San Jose – Planning, Building and Code Enforcement
200 E. Santa Clara Street, Tower 3
San Jose, CA 95113



June 16, 2013

Dear Sir

SUBJECT: SEIR for Communications Hill Project

I have been a resident of the condo building 'Carrara' at Tuscan Hills for over a year now. We purchased our first home in this beautiful community for the sweeping views of the valley and the sense of well-being instilled by the expansive open spaces. Over the past year, we have fallen even more in love with this community and its peaceful beauty despite some of the glaring problems that this community faces.

A few weeks ago, we were informed of the plan to extend the development on Communications Hill and construct close to 2200 additional residential units along with commercial and industrial facilities. We understand that the City needs more homes to support the increasing population of residents that want to live in this prosperous city and we appreciate that the Department of Planning is trying to do its due diligence in studying the impact of this proposed development on the environment and the existing residents of the community.

One issue that I would request be analyzed in the Subsequent Environmental Impact Report (SEIR) is the location of the high-rise condo buildings in the proposed development and its impact on the aesthetics of the community, which, in my opinion, also includes the views enjoyed by current and future home owners. The current plan proposes two of the high-rise condo buildings be placed directly opposite the existing high-rise condo building – 'Carrara'. Such a location will not only obstruct the views for more than a quarter of the homes in the Carrara building, but also similarly block views in the two new condo buildings which will directly face Carrara. A good solution to this problem is to stagger the locations of the high-rise buildings in such a way that these buildings are not directly adjacent to each other and therefore, offer minimal obstruction of views to each other. There are several hundred acres of land available to this project and there are very many sites on the hill which can serve as excellent locations for these high-rise buildings with minimal obstruction to both existing and future homes.

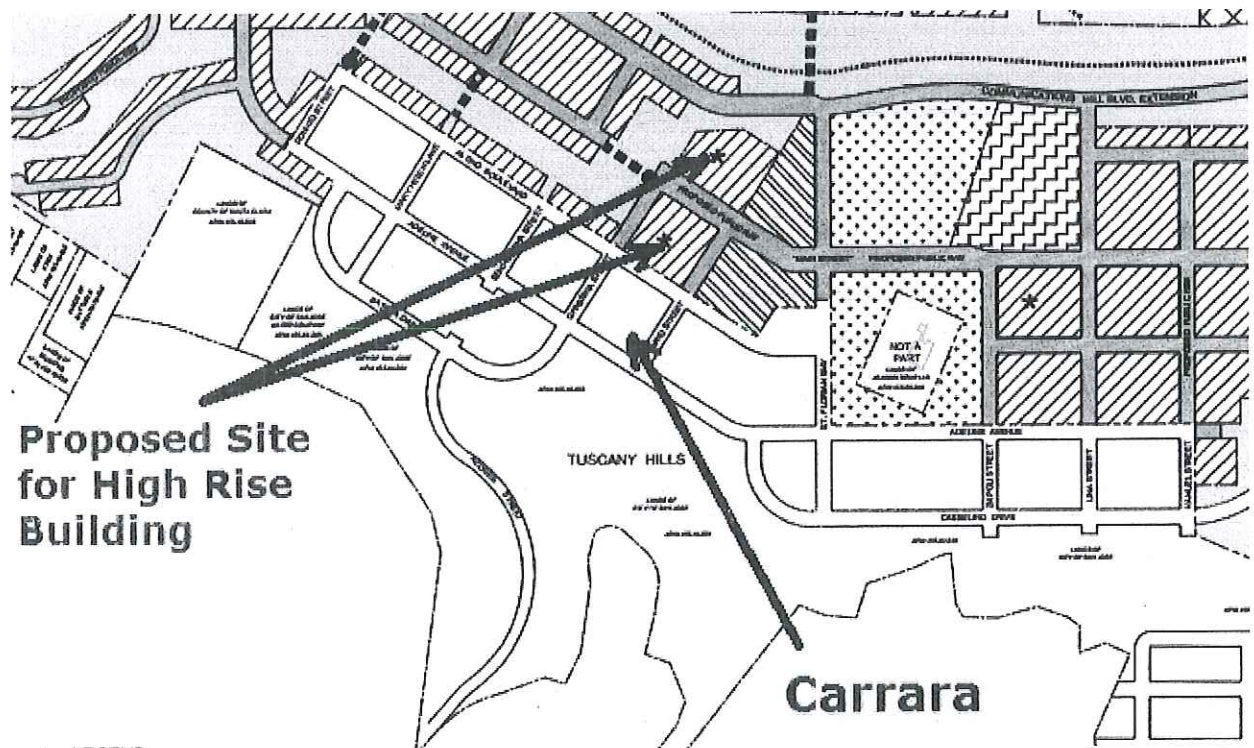
Another disadvantage of the proposed location of the high-rise buildings is that it creates a tight cluster of these high-density residential buildings stacked adjacent to each other. This will exponentially exaggerate the known problems of traffic, parking and noise by concentrating population density within this tightly packed area as opposed to mitigating the problem by spreading the population density evenly over the hill.

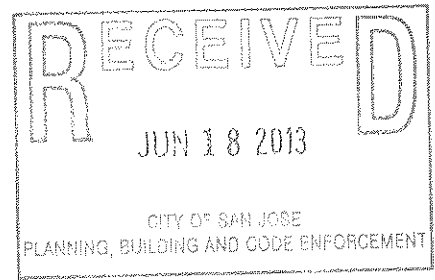
I kindly request you to seriously consider all these issues in the preparation of the SEIR and in the approval process for this project. The residents of this community and the City of San Jose are depending upon you to carry their voices forward and to make the best decisions for the present and the future of this city.

Thank You.



Regards
Kshitij Sood
2988 Grassina St Unit 329
San Jose, CA 95136





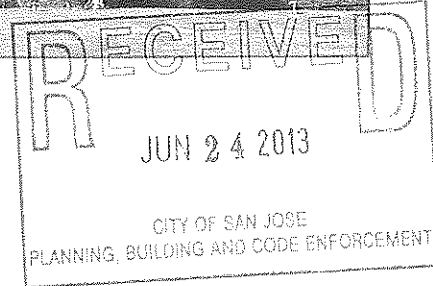
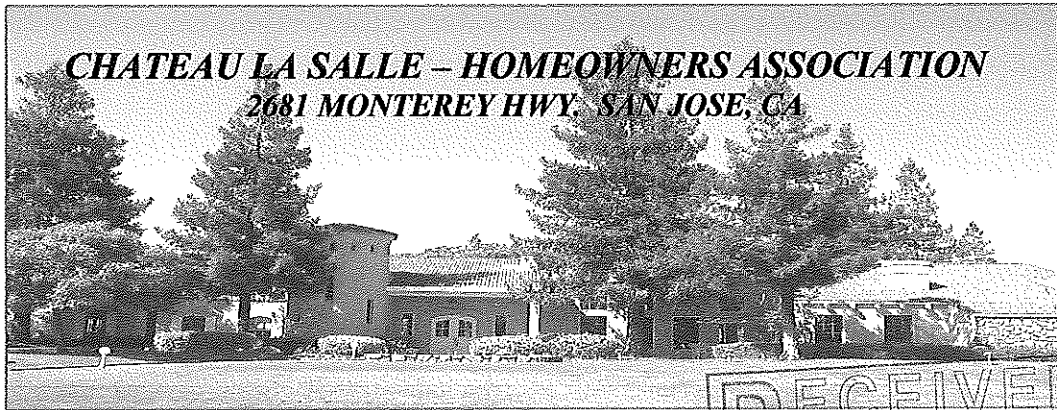
Dear MR Roth,

I live in a home near the train station on Curtner. Now I understand the city is going to make my life difficult.

My lungs are bad so now I will be breathing dust plus air pollution. I am not in favor of this project off Communications Hill Blvd. It is a bad plan.

Pat Homan

Millpond Resident



Date: June 20, 2013

To: Bill Roth (Planner II)
Dept. of Planning, Building and Code Enforcement.
3rd Floor
200 E. Santa Clara St., San Jose, CA. 95113-1905

From: Chateau La Salle Homeowners Association Board of Directors.

Subject: Review of proposed housing development for Communications Hill 2 KB
Home Residential / Village Center Commercial Project and SEIR.

We would like to submit the following as a formal comment to be included in the Subsequent Environmental Impact Review for this project.

Chateau La Salle (CLS) is a manufactured-home community at the intersection of Monterey Road and Umbarger Road. The CLS community is on the southern side of Oak Hill Cemetery and also adjacent to the CalTrain Railway.

The CLS Homeowners' Association is submitting this letter to discuss our concerns regarding the new project. The CLS Homeowners' Association has been an active organization for over 30 years now, and strives to provide local oversight for over 1000 residents in our community.

Communications Hill is to the immediate west of Chateau La Salle, so any construction from the KB project will affect our view of the hillsides, in addition to the consequences it will have on increased traffic nearby on Curtner Avenue and Monterey Road.

As it stands now, the areas of Communications Hill facing Chateau La Salle are bare of buildings, but are alive with wildlife – many species of birds including Red Tail Hawks, Canada Goose (seasonally) and many small mammals; raccoon, skunks, opossum, and there is also likely to be snakes, lizards, butterflies and moths, and other wildlife that lives on the grassy hillsides of the San Jose area.

We are greatly concerned with the loss of such valuable and ever-shrinking wildlife habitat, especially such habitat found in the heart of San Jose. As part of the environmental review process, we wish to see a formal, scientific, wildlife census be performed that thoroughly covers the areas proposed for development. We would like to see the city and the environmental review team work with local wildlife groups, especially Santa Clara Valley Audubon Society, to do a bird census, and to especially note any birds using this land that are considered to be endangered or threatened.

We are particularly concerned with any Burrowing Owls that might roost on these hillsides because, while Burrowing Owls are not an endangered species statewide, they are definitely a threatened species in Santa Clara County due to widespread habitat loss. Any wildlife census done must be very detailed, and should encompass wildlife found on the hillsides throughout the year, because various species will move through the hill at different times whether through migration, hunting, breeding, or weather conditions.

Another area of concern to us is simply the mere prospect of developing the hillside facing Chateau La Salle. Currently, residents of this community are blessed with views of lovely green hillsides during the wet part of the year, and then the equally beautiful golden grasses of summer and fall. This view would be destroyed by this development project.

In addition to losing the view of nature, we will be faced with viewing extensive construction during that phase of the project, and then afterward our views would be of other houses. People who live at the top of Communications Hill enjoy hillside views to the west; we who live at the bottom of Communications Hill also wish to enjoy views of nature, views that stand to be ruined by this project.

Also we are all quite concerned about the traffic impact this influx of residents would have. Current residents on top of Communications Hill were quite vocal in the meeting (Community and SEIR scope meeting June 10, 2013) regarding traffic problems in their immediate neighborhood. Traffic on Curtner Avenue will become vastly worse than it is right now because of hundreds, if not thousands, of additional cars brought onto it by new residents of Communications Hill. Other nearby roads, including Capitol Expressway and Monterey Road, will also likely be impacted by heavier traffic.

We do understand that developing Communications Hill is a long-standing goal of the City of San Jose, and that this project fits into the city's Master Plan. However, just because a Master Plan allows for, and envisions, development of 2,000 new homes on top of Communications Hill, that doesn't mean developing that many homes is mandatory or required.

We would like to see this project scaled back to a more reasonable level of 1,000 new homes. With this number of new residents, traffic problems would be minimized and development could take place at the top and southern areas of Communications Hill. Cutting back the project to this level could also leave the hillsides facing Chateau La Salle in their natural state, allowing for continued wildlife habitat and the green hillsides we all love.

Sincerely,

William R. Hetrick (President, CLS HOA)

A handwritten signature in black ink that reads "William R. Hetrick". The signature is written in a cursive style with a large initial "W".

Endorsed by the CLS HOA board of Directors:

Enrico Croce, Vice President
Linda Brown, Treasurer
Rick Watson, Secretary
Steve McHenry, Director
Vikki Recktenwald, Director
Ursula Helsing, Director



COMMUNITY DEVELOPMENT DEPARTMENT

CITY HALL
10300 TORRE AVENUE • CUPERTINO, CA 95014-3255
(408) 777-3212 • FAX (408) 777-3366

Date: June 20, 2013
Contact: Bill Roth
Project: Construction of 2,200 residential units and village commercial center

Location: Bounded by Caltrain/Union Pacific tracks to the north, Old Hillsdale Ave to the east, the Tuscany Hills Development to the south, and Millpond and Dairy Hill neighborhoods to the west
San Jose, CA

Re: **Notice of preparation of a draft subsequent environmental impact report (SEIR) for the Communications Hill 2KB Home residential/village center commercial project**

Mr. Roth,

Below is a list of comment(s) from the city of Cupertino, Planning Division for the Notice of Preparation of an SEIR for the above referenced project:

1. Included is the City's approved and pending project trip generation list to incorporate in your evaluation of the cumulative impacts and the total effect the subject project may have on the region's transportation system for the SEIR. Contact our Senior Civil Engineer, David Stillman, at 408-777-3249, for an updated version of the table in the future. Please forward the SEIR, transportation impact analysis, and/or any other relevant documents or reports to the City when they are ready for review.

If there are any questions, please feel free to contact Simon Vuong at (408) 777-1356, or simonv@cupertino.org. Thank you.

Cupertino Approved and Pending Project Trip Generation													
Development	Occupied	Land Use	Size	Weekday			A.M. Peak Hour			P.M. Peak Hour			
				Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
APPROVED													
1. Wolfe & Valco Pkwy (Valco Mall)		Condo	204 d.u.	-	-	-	11	54	65	-	55	27	82
Rose Bowl	No	Retail	60,000 s.f.										
Occupancy of Vacant Space	No	Retail	200,000 s.f.										
Future Valco Expansion (not approved)	No	Retail	396,240 s.f.										
		Total Retail	589,000 s.f.				276	177	453		969	1049	2018
							-	-	-				
2. 10165 N. De Anza Blvd (Aloft Hotel)	No	Hotel	123 rooms										
3. 10212 N. De Anza Blvd (built)	No	Retail	2,007 s.f.										
		Retail	2,864 s.f.										
4. Bay Club (9)	No	Health Club	66,200 s.f.		-570		34	43	77		3	-42	-39
5. Stevens Creek Blvd. & Stelling (De Anza College Expansion)(2)		Jr. College	7,000 students	1.54	10,780	0.14	892	88	980	0.16	728	392	1,120
6. Main Street Cupertino (3)	No	Hotel	180 rooms										
	No	Housing	143 d.u.										
	No	Retail	94,700 s.f.										
	No	Office	260,000 s.f.										
	No	Restaurant	44,000 s.f.										
		Total			11,972		492	190	682		564	692	1,256
7. 10100 N. Tantau Avenue	No	Retail	10,582 s.f.				35	38	73		30	23	53
8. Oaks Shopping Center (Stevens Creek/SR85) (4)	No	Hotel	122 rooms		971		32	23	55		29	30	59
		Retail	18,200 s.f.		1,785		26	17	43		78	85	163
		Office	18,300 s.f.		361		42	6	48		17	82	99
		Meeting Rms	14,400 s.f.		428		19	13	32		17	17	34
		Total		-	3,545	-	119	59	178	-	141	214	355
9. One Results Way (Bubb/McClellan, NW corner)	No	Office	11,015 s.f.										
10. PW Market (De Anza/Homestead, SW corner)	No	Pharmacy	17,340 s.f.										
		Shopping Cntr	138,424 s.f.										
		Supermarket	48,024 s.f.										
		Total		-	2,484	-	37	26	63	-	130	131	261
11. Cupertino Village (Homestead/Wolfe, SW corner) (5)	No	Retail	24,455 s.f.		2,344		34	22	55		74	80	154
12. Crossroads	No	Shopping Cntr	87,110 s.f.										
	No	High turnover restaurant	8,746 s.f.										
13. Apple Cafeteria (Alves/Bandley corner) (7)		Restaurant	204 seats		198		11	11	22		5	4	9
14. Biltmore Apts (6)	No	Mixed Use/Apt	80 units										
		Restaurant	7,000 s.f.										
		Total			634		-1	31	30		29	5	34
PENDING													
15. Apple Campus 2 (8)	No	Office	14,200 employees		35,106		2,890	384	3,274		796	2,303	3,099
16. Saich Station (20803 Stevens Creek Blvd)	No	Retail	11,000 s.f.										
		Restaurant	4,377 s.f.										
		Total			650		34	21	55		23	23	46

Notes:

Trip generation average rates from ITE's *Trip Generation*, 7th Edition.

- (1) Peak hour trip generation provided by City of Cupertino.
- (2) Trip generation from DKS, De Anza College EIR (May 2002).
- (3) Trip generation rates from Fehr & Peers, Memo (November 2011)
- (4) Trip generation rates from Republic ITS.
- (5) Trip generation rates Hexagon, TIA (October 2007)
- (6) Trip generation rates Hexagon, TIA (November 2011)
- (7) Trip generation rates Fehr & Peers Memo (April 2012)
- (8) Trip generation rates Fehr & Peers Apple Campus 2 EIR (August 2012)
- (9) Trip generation rates Fehr & Peers Focused TIA (May 2011)

Updated December 20, 2



June 21, 2013

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

Attention: Bill Roth

Subject: Communications Hill 2 KB Home Residential/Village Center Commercial

Dear Mr. Roth:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for 2,200 residential units and 67,500 square feet of commercial development for a site bounded by Curtner Avenue, Monterey Road, Capitol Expressway, Snell Avenue, Hillsdale Avenue, and SR 87. We have the following comments.

Land Use

VTA supports the proposed land use intensification on this site, strategically located on the regional transportation network and served by the VTA Curtner Light Rail station, Capitol Caltrain station, and VTA bus service along Monterey Road. These locations are identified in VTA's Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework, which shows VTA and local jurisdiction priorities for supporting concentrated development in the County. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and was endorsed by all 15 Santa Clara County cities and the county.

Pedestrian and Bicycle Accommodations and Access to Transit

The development is situated between two rail transit stations - the Curtner Light Rail Station to the northwest and the Capitol Caltrain station to the southeast, and near VTA bus service along Monterey Road. However, pedestrian and bicycle access to these services from Communications Hill and nearby areas is currently not conducive to attracting transit riders from these areas. VTA commends the project for including a trail system that will improve pedestrian and bicycle access through the development. We suggest that the following additional improvements be considered:

- The Conceptual Land Use Plan included in the NOP is not clear whether the proposed trail provides a pedestrian/bicycle connection to Mill Pond Drive at the northwest corner of the project site. VTA recommends that such a connection be provided to improve access to the Curtner Light Rail station.

- The Conceptual Land Use Plan appears to show cul-de-sacs at the locations within the site adjacent to Carol Drive. VTA recommends that the City work with the applicant to provide connections from the new streets to Carol Drive at these locations to improve access to the Curtner Light Rail station. These could either be roadway intersections or pedestrian/bicycle connections.
- The southern end of the project site is within a third of a mile “as the crow flies” to the Capitol Caltrain and the Monterey Highway corridor, which is served by VTA Local Bus Lines 66 & 68 as well as Limited Line 304. However this transit service is not easily accessible to future residents and employees of Communications Hill - the shortest available route would require nearly two miles of travel along Communications Hill Blvd, Hillsdale Ave/Snell Ave, West Capitol Ave and Monterey Road. VTA recommends that the City work with the applicant to provide a more direct route for pedestrians and cyclists to the Capitol Caltrain station and Monterey Highway, including a new grade-separated pedestrian/bicycle crossing of the railroad tracks.

Complete Streets

VTA supports the plan to connect the two (currently) disjointed parts of Communications Hill Boulevard, creating a roadway that will link Hillsdale Avenue and Curtner Avenue. A roadway through the development such as this would be essential for any future plans to provide effective transit service to the development area. We expect that the road would have sidewalks, bike lanes and pedestrian-scale lighting and encourage the roadway design to be in conformance with VTA's Pedestrian Technical Guidelines, Bicycle Technical Guidelines, and Community Design & Transportation Manual.

Transportation Impact Analysis (TIA) Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more new peak-hour trips. Based on the information provided on the size of this project, a TIA may be required. The March 2009 version of the VTA CMP TIA Guidelines should be used when preparing the TIA for this development. This document includes updated procedures for the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways, and may be downloaded from http://www.vta.org/cmp/pdf/tia_guidelines.pdf. For more information on the TIA Guidelines, please call Shanthi Chatradhi of the VTA Congestion Management Agency Division at 408-952-4224.

CMP Facilities

The 2012 Monitoring and Conformance Report should be used for the analysis of CMP facilities (intersections, freeways and expressways). This report summarizes the existing conditions Level of Service (LOS) data for CMP intersections, freeways, expressways in Santa Clara County. The

document may be downloaded from http://www.vta.org/cmp/monitoring_conformance.html. For more information please call Aiko Cuenco of the VTA CMP at (408) 321-5684.

The final list of analyzed study intersections and freeway segments should be consistent with the requirements found in Section 2.2 of the VTA TIA Guidelines.

Queuing Analysis at Freeway On-Ramp locations

The proposed development is within close proximity of SR 87/Capitol Expressway and SR 87/Curtner Ave interchanges. Per *Section 2.3 – Determining Other Transportation Issues to Address* and *Section 9.1.2 Queuing Analysis of VTA Transportation Impact Analysis (TIA) Guidelines, March 2009*, a queuing analysis should be included in the TIA report for the intersections at the ramp locations.

Fair Share Contributions

Based on the project location and intensity, there may be Significant Impacts to CMP facilities. If such impacts are found, there is a potential for mitigation by contributing to transportation improvement projects, such as freeway or transit improvements, identified in the latest Valley Transportation Plan (VTP). The following planned transportation improvements are located close to the project site and could constitute mitigation, depending on the location of impacts identified:

- SR 87/ Capitol Expressway/ Narvaez Ave. Interchange Improvements (VTP ID H22)

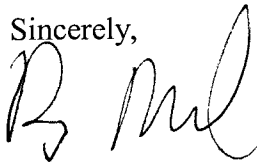
Improvements to SR 87 from Narvaez Avenue and Capitol Expressway

VTA recommends the city review the various alternatives developed in the memorandum “Preliminary Traffic Operations Investigation Capitol Light Rail Station Area” a planning-level memorandum dated March 1, 2007. This memorandum was developed by VTA (Consultant – Fehr & Peers) in coordination with the City of San Jose. The memorandum summarizes traffic operations analysis conducted for Narvaez Avenue and Capitol Expressway within the vicinity of the Capitol Light Rail Station in San Jose.

City of San Jose
June 21, 2013
Page 4

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


Sincerely,

A handwritten signature in black ink, appearing to read "R Molseed". The signature is fluid and cursive, with the first letter "R" being particularly large and stylized.

Roy Molseed
Senior Environmental Planner

cc: Erik Alm, Caltrans
Jesse Robertson, Caltrans
Michael Liw, San Jose Development Services

SJ1307



City of San Jose, Planning Division
200 E. Santa Clara St., Tower 3
San Jose, CA 95113

Attn: Bill Roth, Planning

One of my concerns is the traffic. We have severe problems currently. Parents are dropping off children in the A.M. And picking them up in the afternoon at the Church/School property on Canoas Garden.

On Sunday, the Church traffic is terrible. Not only Auto traffic, but pedestrians are running across Canoas Garden from the transit parking lot.

When Communication Hill Boulevard is completed, Curtner is going to be more congested. Approaching the 87 freeway takes forever currently, it will be impossible when this project is finished.

I have lived in San Jose since 1959. I have lived in South San Jose, Almaden Valley, the Rose garden area and Almaden oaks. Millpond is the dustiest area in San Jose. We are in a hollow and dust is flying off the freeway, the railroad, the transit cars and exhaust from the cars on Curtner.

Regards,



Judy Reuther
President

Millpond Homeowners Assoc.
368 Millpond Drive
San Jose, CA 95125