

**RESPONSES TO COMMENTS ON THE  
4962 ALMADEN EXPRESSWAY RETAIL PROJECT INITIAL STUDY**

**FILE NUMBER: H20-017**

**Introduction**

This memorandum addresses the issues raised in public comments received by the City of San José on the Initial Study for a Draft Mitigated Negative Declaration (MND), File No. H20-017 prepared for the proposed 4962 Almaden Expressway Retail Project. A total of four comment letters were received from three agencies and the Tamien Nation tribe, as identified below. Revisions to the Draft IS/MND are shown in ~~strikeout~~ and underline text.

**A. Santa Clara Valley Water District (May 17, 2021)**

The following provides responses to comments from Valley Water.

**Comment A.1:** Phase I Environmental Site Assessments (Phase I ESAs) are conducted by performing visual observation of the site, interviewing people familiar with site operations, and review records and reports pertaining to the property. Phase I ESAs do not include soil and groundwater sampling and therefore only comment on the potential risk of contamination. Stating that "...groundwater at the project site has not been found to be impacted..." is overstating the findings of the Phase I ESA. Given the site has been an operating gas station for over 20 years since the last sampling activities in 1997, there is a high potential for soil and/or groundwater contamination at the project site.

**Response A.1:** The Phase I ESA (Appendix C of the IS/MND) included the following information which was the basis for indicating that groundwater at the project site has not been found to be impacted: "In 2016 a Phase II investigation was performed at both the Site and a former auto repair facility located at 4954 Almaden Expressway. The Phase II investigation involved advancing seven borings in the areas surrounding the fuel dispensers and existing USTs at the Site, and one boring in the area of the former USTs at the Site. Soil samples were collected from all of the borings and groundwater samples were collected from two borings located on the north (inferred downgradient) side of the dispensers and existing USTs. Impacts from petroleum hydrocarbons or VOCs were not identified in the soil or groundwater samples collected at the Site."

Revisions have been made on pages 84 and 93 of the IS/MND in response to this comment to add language clarifying that the findings above are from the 2016 Phase II. Revisions are shown below:

Page 84 is revised as follows:

The Phase I identified the following environmental conditions and concerns associated with the project site:

- In 2016 a Phase II investigation was performed at both the site and a former auto repair facility located at 4954 Almaden Expressway. The Phase II investigation involved advancing seven borings in the areas surrounding the fuel dispensers and existing underground storage tanks (USTs) at the Site, and one boring in the area of the former USTs at the site. Soil samples were collected from all of the borings and groundwater samples were collected from two borings located on the north (inferred downgradient) side of the dispensers and existing USTs. Impacts from petroleum hydrocarbons or volatile organic compounds (VOCs) were not identified in the soil or groundwater samples collected at the site.
- The project site and surrounding areas were historically used for agricultural (orchards) from at least 1939 through 1968. Although the project site has been graded after the agricultural use, which can reduce the potential for impacts from pesticides in shallow soil, it is still possible that impacts from agricultural chemicals (e.g., organochlorine pesticides and arsenic) may be present in shallow soil at the project site.
- The past and on-going use of the project site as a gas station is considered a Recognized Environmental Condition (REC). Violations have been noted for the project site related to ~~underground storage tank (UST)...~~

Page 93 is revised as follows:

The Phase I indicated that groundwater at the project site ~~has~~was not ~~been~~ found to be impacted by a release of petroleum hydrocarbons or associated ~~volatile organic compounds (VOCs)~~ during a Phase II investigation performed in 2016, and only limited...

The Phase I ESA also included the following statement: “The use of the Site as a gas station since at least 1973 may have resulted in contamination of soil and groundwater underlying the Site with petroleum hydrocarbons and associated volatile organic compounds (VOCs) if fuel was accidentally spilled or released from USTs, piping, or dispensers.”

The Phase I ESA also included the following conclusion: “The past and on-going use of the Site as a gas station is considered a REC. Violations have been noted for the Site related to underground storage tank (UST) systems monitoring and testing between 2013 and 2019. It is possible that a hazardous materials release has occurred at the Site that has not been detected during investigations previously performed at the Site.”

On page 84 the IS/MND indicated the following: “The past and on-going use of the project site as a gas station is considered a Recognized Environmental Condition (REC). Violations have been noted for the project site related to UST systems monitoring and testing between 2013 and 2019. It is possible that a hazardous materials release has occurred at the project site that has not been detected during investigations previously performed at the project site.”

As discussed above, the Phase I ESA and IS/MND acknowledged that although soil and groundwater contamination was not found at the project site during a 2016 Phase II, there is the potential for soil and groundwater contamination to be present beneath the project site.

**Comment A.2:** Valley Water recommends that groundwater also be sampled as part of either the gas station closure or the Phase II ESA to determine if it has been impacted. Remediation plans would be facilitated by incorporation into the building plans should it be required.

**Response A.2:** On Page 93, the IS/MND indicates the following: “The proposed closure and removal of gas station infrastructure from the project site would require permitting and oversight from the SCCDEH. SCCDEH requires that soil sampling be performed beneath all USTs and piping after they are removed, and that removal and sampling activities be witnessed by a representative from SCCDEH. The required permitting and oversight from the SCCDEH would ensure that if hazardous materials releases have occurred from the existing gas station infrastructure, the contamination would be investigated and remediated to ensure protection of human health and the environment.”

Mitigation Measure HAZ-1 includes the following statement: “The project applicant shall perform post removal sampling of the UST and surrounding soil/and or groundwater as directed by the SCCDEH under their Local Oversight Program (LOP). If the UST(s) have been determined by the SCCDEH to have leaked, a regulatory case will be opened and further investigation and cleanup (if necessary) shall be performed under LOP oversight.”

Mitigation Measure HAZ-2 includes the following statement: “If the Phase II ESA results indicate soil, soil gas and/or groundwater contamination above applicable regulatory environmental screening levels, the project applicant shall obtain regulatory oversight from the San Francisco Bay Regional Water Quality Control Board or SCCDEH. Any further investigation and remedial actions shall be performed under regulatory oversight to mitigate the contamination and make the project site suitable for the proposed development.”

As discussed above and described in the IS/MND, compliance with existing regulations for the removal of gas station infrastructure and implementation of Mitigation Measures HAZ-1 and HAZ-2 would ensure that groundwater sampling would be performed if deemed necessary by the appropriate regulatory agency(ies) based on observations and sampling results obtained during the UST removal process and/or implementation of the Phase II ESA, and that appropriate remedial (cleanup) actions would be implemented, if necessary, based on the findings.

**Comment A.3:** Valley Water recommends the last two sentences be replaced with the following updated text: “The project site is located within the Santa Clara Subbasin, which is designated as a high priority basin. Valley Water submitted the 2016 Groundwater Management Plan for the Santa Clara and Llagas Subbasins to the California Department of Water Resources (DWR) as an Alternative to a GSP, and DWR approved the Alternative in July 2019.”

**Response A.3:** In response to this comment, page 100 of the Draft IS/MND is revised as shown below:

Sustainable Groundwater Management Act. The 2014 Sustainable Groundwater Management Act (SGMA) requires local public agencies and Groundwater Sustainability Agencies in high- and medium-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or

Alternatives to GSPs.<sup>1</sup> GSPs are detailed road maps for how groundwater basins will reach long term sustainability. Existing Groundwater Management Plans will be in effect until GSPs are adopted in medium and high priority basins. The Santa Clara Valley Water District's Groundwater Management Plan indicates that the project site is located within the Santa Clara Plain Recharge Area. The project site is located within the Santa Clara Subbasin, which is designated as a high priority basin. The Santa Clara Valley Water District submitted the 2016 Groundwater Management Plan for the Santa Clara and Llagas Subbasins to the California Department of Water Resources (DWR) as an Alternative to a GSP, and DWR approved the Alternative in July 2019.<sup>2</sup>

## **B. Santa Clara Valley Transportation Authority (May 17, 2021)**

The following provides responses to comments from the Valley Transportation Authority (VTA).

**Comment B.1:** The current environmental documents make no reference to the VTA bus stop adjacent to the project. VTA recommends the Existing Roadways section of Appendix D Transportation Memo reference the VTA bus stop and Frequent Route 64A that runs along Almaden Expressway.

**Response B.1:** On page 2 of the Appendix D Transportation Memo, the following information has been added:

### **Existing Transit Services**

Existing transit services in the project vicinity are provided by the Valley Transportation Authority (VTA). In the project proximity, the VTA operates Frequent Route 64A. Route 64A operates between Ohlone-Chynoweth Station and McKee/White via Almaden Expressway within the project vicinity. It operates between 5:15 AM and 11:00 PM with headways of 40 to 44 minutes. The closest bus stop is located on Almaden Expressway, just north of the project site, approximately 125 feet from the project site.

**Comment B.2:** The project's initial study references the City's General Plan Policy TR-9.1: Enhance, expand, and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips. VTA recommends maintaining, or if sidewalk work is required, replacing in-kind the existing duckout and concrete bus pad.

**Response B.2:** As shown on Figure 3, Proposed Site Plan, on page 12 of the IS/MND and on Figure 9, Utilities Plan, on page 18 of the IS/MND, the existing duckout and concrete bus pad are not within the zone of construction for the retail project and will not be affected. The replacement of sidewalk along Cherry Avenue, where the existing driveway was removed, will be constructed to City and County standards.

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<sup>1</sup> California Department of Water Resources, 2020. Groundwater Sustainability Plans. Accessed November 4. <https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management/Groundwater-Sustainability-Plans>.

<sup>2</sup> Santa Clara Valley Water District, 2021. Sustainable Groundwater Management Webpage, Available at: <https://www.valleywater.org/your-water/where-your-water-comes/groundwater/sustainable>, Accessed on May 17.

**Comment B.3:** VTA recommends...replacing the current shelter with VTA's new standard 13" Full Back Advertisement bus shelter. The specs are attached.

**Response B.3:** As shown on Figure 3, Proposed Site Plan, on page 12 of the IS/MND and noted above, the current bus stop is located approximately 125 feet from the project site and will not be within the zone of construction or affected by project construction. Therefore, the current shelter would not need to be replaced.

**Comment B.4:** VTA recommends...adding to the off-site construction plans a note to contact VTA at [bus.stop@vta.org](mailto:bus.stop@vta.org) or 408-321-5800 at least three business days prior to impacts to the bus stop.

**Response B.4:** See Response B.3 above, and comment is noted. The commenter does not raise any specific concern regarding the technical analysis. This comment has been passed on to Planning staff for consideration during the permit process. Therefore, this comment does not raise any significant environmental issues under CEQA or with the adequacy of the IS/MND and subsequent technical reports and no further response is required.

**Comment B.5:** VTA would like the opportunity to review updated site plans to ensure the placement of driveways, landscaping, and any other features do not conflict with bus operations.

**Response B.5:** Updated site plans (dated March 4, 2021) will be posted to the project's folder H20-017 on the City's website at [www.sanjoseca.gov/negativedeclarations](http://www.sanjoseca.gov/negativedeclarations). The commenter does not raise any specific concern regarding the technical analysis. This comment has been passed on to Planning staff for consideration during the permit process. Therefore, this comment does not raise any significant environmental issues under CEQA or with the adequacy of the IS/MND and subsequent technical reports and no further response is required.

**Comment B.6:** VTA's Transit passenger Environment Plan provides design guidelines for bus stops. This document can be downloaded at <https://www.vta.org/project/transit-passenger-environment-plan>. VTA has a Bus Stop Replacement, Closures and Relocations Policy (<https://www.vta.org/sites/default/files/documents/busstoppolicy.pdf>). Prior to any construction or bus stop impact, please contact [bus.stop@vta.org](mailto:bus.stop@vta.org).

**Response B.6:** See Response B.3 above, and comment is noted. The commenter does not raise any specific concern regarding the technical analysis. This comment has been passed on to Planning staff for consideration during the permit process. Therefore, this comment does not raise any significant environmental issues under CEQA or with the adequacy of the IS/MND and subsequent technical reports and no further response is required.

**Comment B.7:** VTA's preferred passenger amenities vendor is Brasco; contact information for Brasco is on the attached specs. When placing the order for the Brasco shelter. Request the VTA standard with logo plate ad locks (not pictures on specs). Additionally, when the installation of the shelter is complete, VTA inspects the shelter installation at no additional cost.

**Response B.7:** See Response B.3 above, and comment is noted. The commenter does not raise any specific concern regarding the technical analysis. This comment has been passed on to Planning staff for consideration during the permit process. Therefore, this comment does not

raise any significant environmental issues under CEQA or with the adequacy of the IS/MND and subsequent technical reports and no further response is required.

**C. County of Santa Clara, Roads and Airports Department (May 14, 2021)**

The following provides responses to comments from the County Roads and Airports Department.

**Comment C.1:** Please provide a site plan to include any roadway improvements on Almaden Expwy and on Cherry Ave.

**Response C.1:** Figure 3, Proposed Site Plan, on page 12 of the IS/MND and Figure 4, Proposed Retail Building Floor Plan on page 13 provide site plans that show the area of construction. Updated site plans (dated March 4, 2021) will be posted to the project's folder H20-017 on the City's website at [www.sanjoseca.gov/negativedeclarations](http://www.sanjoseca.gov/negativedeclarations). As shown on these plans, the only roadway improvements are associated with the closure of the driveway on Cherry Avenue and construction of the sidewalk, landscaping and tree planting that would be done to County requirements and conditions of approval.

**Comment C.2:** Proposed trees and landscaping within public right-of-way should not obstruct vehicle sight distance of pedestrians.

**Response C.2:** See Response C.1 above, and comment is noted. The commenter does not raise any specific concern regarding the technical analysis. This comment has been passed on to Planning staff for consideration during the permit process. Therefore, this comment does not raise any significant environmental issues under CEQA or with the adequacy of the IS/MND and subsequent technical reports and no further response is required.

**Comment C.3:** Will existing streetlight at this corner be replaced/removed during construction?

**Response C.3:** As shown on Figure 3, Proposed Site Plan, on page 12 of the IS/MND and on Figure 9, Utilities Plan, on page 18 of the IS/MND, the existing streetlight on the corner of Almaden Expressway and Cherry Avenue is outside the zone of construction and would not be removed or replaced as part of the project.

**Comment C.4:** Discuss potential traffic impact due to demolition and construction of new structure. Moreover, please provide a construction Traffic Control Plan for County to review during permit stage.

**Response C.4:** If the project gets approved, the applicant will prepare a construction Traffic Control Plan, and the contractor would coordinate with the City Public Works and the County in regards to any lane closures and potential traffic impacts due to the construction. However, it is unlikely that lane closures on Almaden Expressway will be needed, as the construction can be staged within the existing parking lot of the shopping center. A lane may need to be temporarily closed on Cherry Avenue when demolishing the existing driveway and building the new sidewalk and landscaping in that location.

**Comment C.5:** Please obtain County encroachment permit prior to issuance of building permit for improvements along the site's Almaden Expressway and Cherry Avenue frontage road right-of-way.

**Response C.5:** On page 3 of the IS/MND, the need for County of Santa Clara Roads and Airports Division Encroachment Permits is noted as a requirement for the project. The commenter does not raise any specific concern regarding the technical analysis. This comment has been passed on to Planning staff for consideration during the permit process. Therefore, this comment does not raise any significant environmental issues under CEQA or with the adequacy of the IS/MND and subsequent technical reports and no further response is required.

**Comment C.6:** All work and improvements within the County right-of-way shall be per County standard details.

**Response C.6:** See Response C.5, and the commenter does not raise any specific concern regarding the technical analysis. This comment has been passed on to Planning staff for consideration during the permit process. Therefore, this comment does not raise any significant environmental issues under CEQA or with the adequacy of the IS/MND and subsequent technical reports and no further response is required.

**Comment C.7:** Any proposed landscaping or tree removal within the County right-of-way shall comply with County requirements and conditions of approval.

**Response C.7:** See Response C.5, and on page 3 of the IS/MND it is noted that the project also would require a Tree Removal Permit, Department of Transportation Street Tree Planting Permit, and Public Works Grading and Street Improvement Permit. The commenter does not raise any specific concern regarding the technical analysis. This comment has been passed on to Planning staff for consideration during the permit process. Therefore, this comment does not raise any significant environmental issues under CEQA or with the adequacy of the IS/MND and subsequent technical reports and no further response is required.

#### **D. Tamien Nation of the Greater Santa Clara County (May 24, 2021)**

The following provides responses to comments from the Tamien Nation.

**Comment D.1:** The Tamien Nation Cultural Resources Department has reviewed the project and concluded that it is within the aboriginal territory of Tamien Nation. Therefore, we have a cultural interest and authority in the proposed project area. Based on the information provided, the Tribe has concerns that the project could impact known cultural resources. Therefore, we have a cultural interest and authority in the proposed project area and would like to initiate a formal consultation with the lead agency. At your earliest convenience, please send us the most recent cultural resource study for review. At the time of consultation, please provide a project timeline and detailed ground disturbance plan.

**Response D.1:** AB 52 requires a tribe that is traditionally and culturally affiliated to the geographic area where a project is located must request notification, in writing, that the tribe be notified projects in the tribe's area of traditional and cultural affiliation (Public Resource Code § 21080.3.1 (b)). The City did not receive such request from Tamien Nation when the City determined that an Initial Study/Mitigated Negative Declaration (IS/MND) was the appropriate level of environmental review under CEQA. In November 2020, only one Tribal Representative requested formal notification under AB 52, and as this project is outside the geographic area of interest to this Representative, no Tribal Representatives were notified pursuant to AB 52 for this project.

The City circulated the Initial Study/Mitigated Negative Declaration (IS/MND) for public comment for 20 days between April 26, 2021 and May 17, 2021. As part of the City's good-faith effort to notify the public, California Native American Heritage Commission (NAHC) approved Tribal Representatives for the City of San Jose, including Tamien Nation, were notified of this public circulation as an opportunity for Tribes to participate in the CEQA process even if they did not request formal notification under AB 52.

Furthermore, cultural and tribal cultural resources were addressed in the IS/MND in Section 4.5 Cultural Resources starting on page 54 and Section 4.18 Tribal Cultural Resources starting on page 133. As noted, starting on page 54 of the IS/MND:

“While the project site has not been studied, in July of 1996, a reputable archeological consultant conducted an archeological field inspection for the 43.5-acre “Arcadia Property” located on Almaden Expressway and Highway 85 and west of the Guadalupe River. The Arcadia Property, currently developed with commercial and residential uses, is also located immediately south of the project site and Cherry Avenue. The 1996 report and a subsequent report in August of 1997 identifying the findings of subsurface testing for archeological testing at the Arcadia Property form the basis of the impact analysis for the proposed project.

The City determined that as the 1996 and 1997 field inspection and its findings are associated with potential identification of archeological resources, these reports are considered to be sensitive and only available from the City on a need-to-know basis. In response to the request made in the comment, these reports have been provided to the Tamien Nation. Additionally, the results of the field inspection, testing and the literature search found no evidence of archeological resources on or in the vicinity of the Arcadia site.

The IS/MND determined that with compliance with the City's Standard Permit Conditions associated with protection of unidentified archeological and paleontological resources and human remains, the project's potential impacts to cultural resources and tribal cultural resources would be less-than-significant.

A virtual consultation meeting was held between City staff and Tamien Nation on Friday June 18, 2021 via Zoom. The meeting included the following participants: Chairwoman Quirina Geary, Tamien Nation; Robert Geary, Tamien Nation; Thai-Chau Le, Supervising Environmental Planner of City of San José Division; Bethelhem Telahun, Environmental Project Planner of City of San José Planning Division; Rina Shah, Project Planner of City of San José Planning Division; and Matias Eusterbrock, Project Planner of City of San José Planning Division. The meeting consisted of a project summary and discussion of known archeological sensitivity on the site. At this meeting, based on the information in the reports, you and Robert requested the following conditions for this project:

1. Application of the Tamien Nation Treatment Protocol
2. Native American Monitoring on site during ground disturbance activities
3. Cultural Sensitivity Training prior to ground disturbance activities



Upon review of the proposed Tamien Nation Treatment Protocol, City Staff has concluded that the City's standard condition for accidental discovery (Condition 1 above) is generally consistent with the Nation's condition, and will be applied to the project. Furthermore, staff concluded that no further evidences are presented beyond those disclosed in the environmental document that would require a changes to the mitigation measures in the Draft Initial Study/Mitigated Negative Declaration. However, since the meeting on June 18, 2021, the applicant have agreed to the additional two conditions for monitoring and cultural sensitivity training. Therefore, these conditions will be part of the permit as applicant volunteered conditions.

The commenter does not raise any specific concern regarding the technical analysis. This comment has been passed on to Planning staff in regards to the request for formal consultation and for a project timeline and detailed ground disturbance plan. The results of the consultation will be considered during the permit process.

#### **E. Kanyon Sayers-Roods of the Indian Canyon Band of Costanoan Ohlone People (April 28, 2021)**

The following provides responses to comments from the Kanyon Sayers-Roods of the Indian Canyon Band of Costanoan Ohlone People.

**Comment E.1:** To Whom it may concern,

My name is Kanyon Sayers-Roods. I am writing this on behalf of the Indian Canyon Band of Costanoan Ohlone People as requested, responding to your letter dated : April 26,2021

As this project's Area of Potential Effect (APE) overlaps or is near the management boundary of a recorded and potentially eligible cultural site, we recommend that a Native American Monitor and an Archaeologist be present on-site at all times. The presence of a monitor and archaeologist will help the project minimize potential effects on the cultural site and mitigate inadvertent issues.

Kanyon Konsulting, LLC has numerous Native Monitors available for projects such as this, if applicable, along with Cultural Sensitivity Training at the beginning of each project. This service is offered to aid those involved in the project to become more familiar with the indigenous history of the peoples of this land that is being worked on.

Kanyon Konsulting, LLC believes in having a strong proponent of honoring truth in history, when it comes to impacting cultural resources and potential ancestral remains. We have seen that projects like these tend to come into an area to consult/mitigate and move on shortly after. Doing so has the strong potential to impact cultural resources and disturb ancestral remains. Because of these possibilities, we highly recommend that you receive a specialized consultation provided by our company as the project commences.

As previously stated, our goal is to Honor Truth in History. And as such we want to ensure that there is an effort from the project organizer to take strategic steps in ways that #HonorTruthinHistory. This will make all involved aware of the history of the indigenous communities whom we acknowledge as the first stewards and land managers of these territories.

Potential Approaches to Ingenious Culture Awareness/History:

--Signs or messages to the audience or community of the territory being developed. (ex. A commerable plaque or as advantageous as an

Educational/Cultural Center with information about the history of the land)

-- Commitment to consultation with the native peoples of the territory in regards to presenting messaging about the natives/Indigenous history of the land

(Land Acknowledgement on website, written material about the space/org/building/business/etc)

-- Advocation of supporting indigenous lead movements and efforts. (informing one's audience and/or community about local present Indigenous community)

**Response E.1:** refer to Responses D.1 and D.2.

# County of Santa Clara

Roads and Airports Department  
Planning, Land Development and Survey

101 Skyport Drive  
San Jose, CA 95110-1302  
(408) 573-2460 FAX 441-0276



**May 14, 2021**

## **Bethelhem Telahun**

Planner, Environmental Review  
Planning, Building & Code Enforcement  
City of San José | 200 East Santa Clara Street  
[bethelhem.telahun@sanjoseca.gov](mailto:bethelhem.telahun@sanjoseca.gov)

### **SUBJECT: Intent to Adopt A Mitigated Negative Declaration for 4962 Almaden Expressway Retail Project**

The County of Santa Clara Roads and Airports Department (The County) appreciates the opportunity to review the Intent to Adopt A Mitigated Negative Declaration for 4962 Almaden Expressway Retail Project, and is submitting the following comments:

1. Please provide a site plan to include any roadway improvements on Almaden Expwy and on Cherry Ave.
2. Proposed trees and landscaping within public right-of-way should not obstruct vehicle sight distance of pedestrians.
3. Will existing streetlight at this corner be replaced/removed during construction?
4. Discuss potential traffic impact due to demolition and construction of new structure. Moreover please provide a construction Traffic Control Plan for County to review during permit stage.
5. Please obtain County encroachment permit prior to issuance of building permit for improvements along the site's Almaden Expressway and Cherry Avenue frontage road right-of-way.
6. All work and improvements within the County right-of-way shall be per County standard details.
7. Any proposed landscaping or tree removal within the County right-of-way shall comply with County requirements and conditions of approval.

If you have any questions or concerns about these comments, please contact me at 408-573-2462 or [ben.aghegnehu@rda.sccgov.org](mailto:ben.aghegnehu@rda.sccgov.org)

Thank you.



## Telahun, Bethelhem

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**From:** KKLLC Admin <admin@kanyonconsulting.com>  
**Sent:** Wednesday, April 28, 2021 8:29 AM  
**To:** Telahun, Bethelhem  
**Subject:** 4962 Almaden Expressway Retail Project

[External Email]

To Whom it may concern,

My name is Kanyon Sayers-Roods. I am writing this on behalf of the Indian Canyon Band of Costanoan Ohlone People as requested, responding to your letter dated : April 26,2021

As this project's Area of Potential Effect (APE) overlaps or is near the management boundary of a recorded and potentially eligible cultural site, we recommend that a Native American Monitor and an Archaeologist be present on-site at all times. The presence of a monitor and archaeologist will help the project minimize potential effects on the cultural site and mitigate inadvertent issues.

Kanyon Konsulting, LLC has numerous Native Monitors available for projects such as this, if applicable, along with Cultural Sensitivity Training at the beginning of each project. This service is offered to aid those involved in the project to become more familiar with the indigenous history of the peoples of this land that is being worked on.

Kanyon Konsulting, LLC believes in having a strong proponent of honoring truth in history, when it comes to impacting cultural resources and potential ancestral remains. We have seen that projects like these tend to come into an area to consult/mitigate and move on shortly after. Doing so has the strong potential to impact cultural resources and disturb ancestral remains. Because of these possibilities, we highly recommend that you receive a specialized consultation provided by our company as the project commences.

As previously stated, our goal is to **Honor Truth in History**. And as such we want to ensure that there is an effort from the project organizer to take strategic steps in ways that **#HonorTruthinHistory**. This will make all involved aware of the history of the indigenous communities whom we acknowledge as the first stewards and land managers of these territories.

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--Signs or messages to the audience or community of the territory being developed. (ex. A commerable plaque or as advantageous as an Educational/Cultural Center with information about the history of the land)

-- Commitment to consultation with the native peoples of the territory in regards to presenting messaging about the natives/Indigenous history of the land (Land Acknowledgement on website, written material about the space/org/building/business/etc)

-- Advocation of supporting indigenous lead movements and efforts. (informing one's audience and/or community about local present Indigenous community)

We look forward to working with you.

Best Regards,  
Kanyon Sayers-Roods  
Creative Director/Tribal Monitor  
Kanyon Konsulting, LLC

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**TAMIEN NATION**  
**OF THE GREATER SANTA CLARA COUNTY**  
**P.O. BOX 8053, SAN JOSE, CALIFORNIA 95155**  
**(707) 295-4011 TAMIEN@TAMIEN.ORG**

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May 24, 2021

City of San Jose  
Chu Chang, Acting Director  
Planning, Building and Code Enforcement  
200 East Santa Clara Street  
San Jose, CA 95113  
(408) 535-3500

Sent Via Email: [bethelhem.telahun@sanjoseca.gov](mailto:bethelhem.telahun@sanjoseca.gov)

RE: 4962 Almaden Expressway Retail Project

Dear Mr. Chang:

Thank you for the project notification letter received via email dated April 19, 2021 regarding the proposed housing project located at 4962 Almaden Expressway Retail Project, San Jose, California. We appreciate your effort to contact us and wish to respond.

The Tamien Nation Cultural Resources Department has reviewed the project and concluded that it is within the aboriginal territory of Tamien Nation. Therefore, we have a cultural interest and authority in the proposed project area.

Based on the information provided, the Tribe has concerns that the project could impact known cultural resources. Therefore, we have a cultural interest and authority in the proposed project area and would like to initiate a formal consultation with the lead agency. At your earliest convenience, please send us the most recent cultural resource study for review. At the time of consultation, please provide a project timeline and detailed ground disturbance plan.

Please contact the following individual to coordinate a date and time for the consultation meeting:

Quirina Geary, Chairwoman  
Tamien Nation  
Phone: (707) 295-4011  
Email: [qgeary@tamien.org](mailto:qgeary@tamien.org)

Please refer to identification number TN-20210426-02 in any correspondence concerning this project.

Thank you for providing us with this notice and the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Quirina Geary".

Quirina Geary  
Chairwomen

## Telahun, Bethelhem

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**From:** Colleen Haggerty <CHaggerty@valleywater.org>  
**Sent:** Monday, May 17, 2021 10:01 AM  
**To:** Telahun, Bethelhem  
**Cc:** George Cook; Michael Martin; Vanessa De La Piedra  
**Subject:** RE: Public Notice of Intent to Adopt a Mitigated Negative Declaration for the 4962 Almaden Expressway Retail Project (H20-017)

[External Email]

Hi Bethelhem,  
Valley Water has reviewed the MND for 4962 Almaden Expressway Retail Project (H20-017) project and have the following comments:

*Page 93 – Soil and Groundwater Contamination: The Phase I indicated that groundwater at the project site has not been found to be impacted by a release of petroleum hydrocarbons or associated volatile organic compounds (VOCs), and only limited and isolated impacts have been found in soil samples collected beneath former fuel piping in 1997.*

Comment: Phase I Environmental Site Assessments (Phase I ESAs) are conducted by performing visual observation of the site, interviewing people familiar with site operations, and review records and reports pertaining to the property. Phase I ESAs do not include soil and groundwater sampling and therefore only comment on the potential risk of contamination. Stating that “...groundwater at the project site has not been found to be impacted...” is overstating the findings of the Phase I ESA. Given the site has been an operating gas station for over 20 years since the last sampling activities in 1997, there is a high potential for soil and/or groundwater contamination at the project site.

*Page 95 - Mitigation Measure HAZ-2: Mitigation Measure HAZ-2 calls for a Phase II investigation be completed to assess soil gas that may be related to the gasoline station operations or upgradient sources of contamination.*

Comment: Valley Water recommends that groundwater also be sampled as part of either the gas station closure or the Phase II ESA to determine if it has been impacted. Remediation plans would be facilitated by incorporation into the building plans should it be required.

*Page 100 – Sustainable Groundwater Management Act: The 2014 Sustainable Groundwater Management Act (SGMA) requires local public agencies and Groundwater Sustainability Agencies in high and medium-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. GSPs are detailed road maps for how groundwater basins will reach long term sustainability. Existing Groundwater Management Plans will be in effect until GSPs are adopted in medium and high priority basins. The Santa Clara Valley Water District’s Groundwater Management Plan indicates that the project site is located within the Santa Clara Plain Recharge Area.*

Comment: Valley Water recommends the last two sentences be replaced with the following updated text: “The project site is located within the Santa Clara Subbasin, which is designated as a high priority basin. Valley Water submitted the 2016 Groundwater Management Plan for the Santa Clara and Llagas Subbasins to the California Department of Water Resources (DWR) as an Alternative to a GSP, and DWR approved the Alternative in July 2019.

If you have any questions please let me know.  
thanks

Colleen Haggerty, PE  
Associate Civil Engineer  
Community Projects Review Unit  
Santa Clara Valley Water District  
5750 Almaden Expressway, San Jose, CA 95118  
(408) 630-2322 direct | (408)265-2600 main | [chaggerty@valleywater.org](mailto:chaggerty@valleywater.org) | [www.valleywater.org](http://www.valleywater.org)  
\* Mailing address for FedEx, UPS, Golden State, etc.  
Winfield Warehouse-5905 Winfield Blvd. San Jose, CA 95123-2428

---

**From:** Telahun, Bethelhem <Bethelhem.Telahun@sanjoseca.gov>

**Sent:** Monday, April 26, 2021 3:23 PM

**To:** The Office of Mayor Sam Liccardo <TheOfficeofMayorSamLiccardo@sanjoseca.gov>; District1 <district1@sanjoseca.gov>; District2 <District2@sanjoseca.gov>; District3 <district3@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; District 6 <district6@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; District 10 <District10@sanjoseca.gov>; 'Chu.change@sanjoseca.gov' <Chu.change@sanjoseca.gov>; Manford, Robert <Robert.Manford@sanjoseca.gov>; Keyon, David <david.keyon@sanjoseca.gov>; Le, Thai-Chau <Thai-Chau.Le@sanjoseca.gov>; Van Der Zweep, Cassandra <Cassandra.VanDerZweep@sanjoseca.gov>; Do, Sylvia <sylvia.do@sanjoseca.gov>; Rood, Timothy <timothy.rood@sanjoseca.gov>; Peak, Dana <Dana.Peak@sanjoseca.gov>; Chima, Vicrim <Vicrim.Chima@sanjoseca.gov>; Planning Commission 3 <PlanningCom3@sanjoseca.gov>; Planning Commission 4 <PlanningCom4@sanjoseca.gov>; Planning Commission 7 <PlanningCom7@sanjoseca.gov>; Planning Commission 6 <PlanningCom6@sanjoseca.gov>; Planning Commission 1 <PlanningCom1@sanjoseca.gov>; Planning Commission 2 <PlanningCom2@sanjoseca.gov>; Planning Commission 5 <PlanningCom5@sanjoseca.gov>; 'hirst.eric@gmail.com' <hirst.eric@gmail.com>; 'awraynsf@yahoo.com' <awraynsf@yahoo.com>; Edward Saum <edward@saumdesignconsulting.com>; 'mndaniels@gmail.com' <mndaniels@gmail.com>; plan.review <plan.review@vta.org>; 'Roads@CountyRoads.org' <Roads@CountyRoads.org>; 'jbbroadbent@baaqmd.gov' <jbbroadbent@baaqmd.gov>; 'wallyc@abag.ca.gov' <wallyc@abag.ca.gov>; 'kristin.garrison@wildlife.ca.gov' <kristin.garrison@wildlife.ca.gov>; 'sfbaynwr@fws.gov' <sfbaynwr@fws.gov>; 'mediaoffice@energy.state.ca.us' <mediaoffice@energy.state.ca.us>; 'cepacomm@calepa.ca.gov' <cepacomm@calepa.ca.gov>; 'ombcomm@arb.ca.gov' <ombcomm@arb.ca.gov>; 'hhilken@baaqmd.gov' <hhilken@baaqmd.gov>; 'dorothy.e.talbo@rda.sccgov.org' <dorothy.e.talbo@rda.sccgov.org>; 'ebugarin@bayareametro.gov' <ebugarin@bayareametro.gov>; 'LDIGR-D4@dot.ca.gov' <LDIGR-D4@dot.ca.gov>; 'philip.crimmins@dot.ca.gov' <philip.crimmins@dot.ca.gov>; Colleen Haggerty <CHaggerty@valleywater.org>; CPRU-Dropbox <CPRU@valleywater.org>; 'ben.aghegnehu@rda.sccgov.org' <ben.aghegnehu@rda.sccgov.org>; 'pgeplanreview@pge.com' <pgeplanreview@pge.com>; 'jfong@baaqmd.gov' <jfong@baaqmd.gov>; Jake Walsh <jake.walsh@sjwater.com>; Tuttle, Bill <bill.tuttle@sjwater.com>; 'jakkikehl@gmail.com' <jakkikehl@gmail.com>; 'amahmutsuntribal@gmail.com' <amahmutsuntribal@gmail.com>; 'huskanam@gmail.com' <huskanam@gmail.com>; 'canutes@verizon.net' <canutes@verizon.net>; 'rumsenama@gmail.com' <rumsenama@gmail.com>; 'rumsien123@yahoo.com' <rumsien123@yahoo.com>; 'ams@indiancanyon.org' <ams@indiancanyon.org>; 'kanyon@kanyonconsulting.com' <kanyon@kanyonconsulting.com>; 'indiancanyon.kanyon@gmail.com' <indiancanyon.kanyon@gmail.com>; 'vlopez@amahmutsun.org' <vlopez@amahmutsun.org>; 'muwekma@muwekma.org' <muwekma@muwekma.org>; 'aerieways@aol.com' <aerieways@aol.com>; 'chochenyo@aol.com' <chochenyo@aol.com>; 'soaprootmo@comcast.net' <soaprootmo@comcast.net>; 'alan.leventhal@sjsu.edu' <alan.leventhal@sjsu.edu>; 'marellano@muwekma.org' <marellano@muwekma.org>; 'cnijmeh@muwekma.org' <cnijmeh@muwekma.org>; 'qgeary@tamien.org' <qgeary@tamien.org>; 'ada.marquez@sjsu.edu' <ada.marquez@sjsu.edu>; 'scvas@scvas.org' <scvas@scvas.org>; 'Shani@scvas.org' <Shani@scvas.org>; 'Jbhlaw@pacbell.net' <Jbhlaw@pacbell.net>; Sutherland, Kathy <kathysutherland@pacbell.net>; Knies, Scott <sknies@sjdowntown.com>; 'wtbrooks@brookshess.com' <wtbrooks@brookshess.com>; 'es@stanfordalumni.org' <es@stanfordalumni.org>; 'mhophan@spur.org' <mhophan@spur.org>; 'conservation@lomaprieta.sierraclub.org' <conservation@lomaprieta.sierraclub.org>; 'jeannan2@aol.com' <jeannan2@aol.com>; 'lames@aol.com' <lames@aol.com>; 'infosj@spur.org' <infosj@spur.org>; 'ltolkoff@spur.org' <ltolkoff@spur.org>; 'abrownstevens@greenbelt.org' <abrownstevens@greenbelt.org>; 'bschmidt@greenbelt.org' <bschmidt@greenbelt.org>; 'clerk@openspaceauthority.org' <clerk@openspaceauthority.org>; 'achristie@spur.org' <achristie@spur.org>;



'advocacy@preservation.org' <advocacy@preservation.org>; 'andre@luthard.com' <andre@luthard.com>; janet laurain <jlaurain@adamsbroadwell.com>; 'richard@lozeaudrury.com' <richard@lozeaudrury.com>; 'michael@lozeaudrury.com' <michael@lozeaudrury.com>; 'hannah@lozeaudrury.com' <hannah@lozeaudrury.com>; 'komal@lozeaudrury.com' <komal@lozeaudrury.com>; 'maya@lozeaudrury.com' <maya@lozeaudrury.com>

**Cc:** Telahun, Bethelhem <Bethelhem.Telahun@sanjoseca.gov>; 'judith@baseline-env.com' <judith@baseline-env.com>; Shah, Rina <Rina.Shah@sanjoseca.gov>; Christopher Young <cyoung@brereton.com>; Michael J Castro <mcastro@brereton.com>; 'Erik Schoennauer' <es@stanfordalumni.org>

**Subject:** Public Notice of Intent to Adopt a Mitigated Negative Declaration for the 4962 Almaden Expressway Retail Project (H20-017)

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

**Project Name:** 4962 Almaden Expressway Retail Project

**File No.:** H20-017

**Description:** Site Development permit to demolish the existing 4,470 square foot gas station building, six fuel pumps, and the canopy structure, and to remove three existing underground fuel storage tanks. The project would construct a new 7,800 square foot retail building and reconfigure the surrounding parking area. The new retail building would allow for two commercial spaces, and a patio area for tables, benches, and bike racks is proposed on the eastern side of the building. Nine trees are proposed to be removed, and they will be replaced by 19 new trees. Additionally, five street trees will be replaced along Cherry Avenue. The project includes the closure of the driveway on Cherry Avenue that currently accesses the site. The proposed retail building would be accessed from within the existing shopping center parking lot.

**Location:** The 0.6 project site is located at 4962 Almaden Expressway, on the northeast corner of the intersection of Almaden Expressway and Cherry Avenue, in the City of San José

**Assessor's Parcel No.:** 458-17-022

**Council District:** 9

**Applicant Contact Information:** Brereton Architects (Atten: Michael J. Castro); 909 Montgomery Street, Suite 260, San Francisco, CA 94133; (415)963-4626; [mcastro@brereton.com](mailto:mcastro@brereton.com)

The City has performed an environmental review of the project. The environmental review examines the nature and extent of any adverse effects on the environment that could occur if the 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 because the project will include mitigation measures that will reduce identified project impacts to a less than significant level. The project site is not present on any list pursuant to Section 65962.5 of the California Government Code.

The public is welcome to review and comment on the Draft MND. The public comment period for this Draft MND begins on **Monday April 26, 2021 and ends on Monday May 17, 2021**. The Draft MND, Initial Study, and reference documents are available online at: [www.sanjoseca.gov/negativedeclarations](http://www.sanjoseca.gov/negativedeclarations)

In response to the COVID-19 and Shelter-in-Place policy, hard copies are no longer available at the typical locations such as the City of San José Department of Planning, Building and Code Enforcement, located at City Hall, 200 East Santa Clara Street; and at the Dr. Martin Luther King, Jr. Main Library, located at 150 E. San Fernando Street during normal business hours. Therefore, if requested, a hard copy will be mailed to you. Please allow time for printing and delivery. Please contact Bethelhem Telahun at (408) 535-5624, or by e-mail at [bethelhem.telahun@sanjoseca.gov](mailto:bethelhem.telahun@sanjoseca.gov) for hard copy request, questions, or concerns.

Chu Chang, Acting Director  
Planning, Building and Code Enforcement

**Circulation period: April 26, 2021 to May 17, 2021**

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May 17, 2021

City of San José Department of Planning, Building, and Code Enforcement  
200 E. Santa Clara St., 3<sup>rd</sup> Floor  
San José, CA 95113

Attn: Bethelhem Telahun  
By Email: [bethelhem.telahun@sanjoseca.gov](mailto:bethelhem.telahun@sanjoseca.gov)

Dear Bethelhem,

VTA appreciates the opportunity to comment on the Mitigated Negative Declaration for the 4962 Almaden Expressway Retail Project. VTA has reviewed the document and has the following comments:

#### VTA Bus Stop Improvements

VTA has an existing bus stop on northbound Almaden Expressway along the project frontage. The stop is currently served by VTA Frequent Route 64A that provides service to Almaden, Willow Glen, Downtown San José to Alum Rock. VTA recommends the following:

- The current environmental documents make no reference to the VTA bus stop adjacent to the project. VTA recommends the Existing Roadways section of Appendix D Transportation Memo reference the VTA bus stop and Frequent Route 64A that runs along Almaden Expressway.
- The project's initial study references the City's General Plan Policy TR-9.1: Enhance, expand, and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips. VTA recommends maintaining, or if sidewalk work is required, replacing in-kind the existing duckout and concrete bus pad.
- Replacing the current bus shelter with VTA's new standard 13' Full Back Advertisement bus shelter. The specs are attached.
- Adding to the off-site construction plans a note to contact VTA at [bus.stop@vta.org](mailto:bus.stop@vta.org) or 408-321-5800 at least three business days prior to impacts to the bus stop.

VTA would like the opportunity to review updated site plans to ensure the placement of driveways, landscaping, and any other features do not conflict with bus operations. VTA's Transit Passenger Environment Plan provides design guidelines for bus stops. This document can be downloaded at <https://www.vta.org/projects/transit-passenger-environment-plan>. VTA has a Bus Stop Placement, Closures and Relocations Policy (<https://www.vta.org/sites/default/files/documents/busstoppolicy.pdf>). Prior to any construction or bus stop impact, please contact [bus.stop@vta.org](mailto:bus.stop@vta.org).

VTA's preferred passenger amenities vendor is Brasco; contact information for Brasco is on the attached specs. When placing the order for the Brasco shelter, request the VTA standard with logo plate and locks (not pictured on specs). Additionally, when the installation of the shelter is complete, VTA inspects

the shelter installation at no additional cost.

Thank you again for the opportunity to review this project. If you have any questions, please do not hesitate to contact me at 408-321-5830 or [lola.torney@vta.org](mailto:lola.torney@vta.org).

Sincerely,

A handwritten signature in black ink, appearing to read 'Lola Torney', with a long horizontal flourish extending to the right.

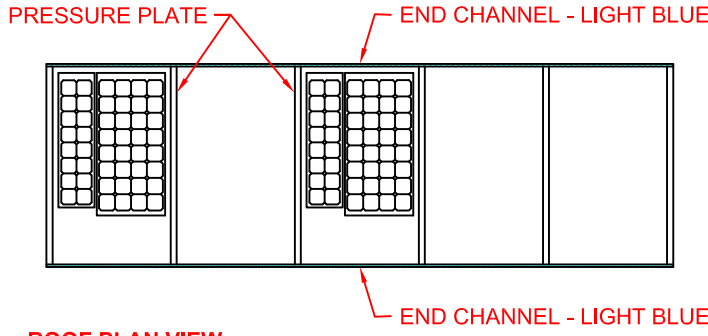
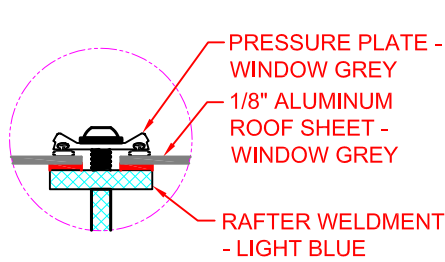
Lola Torney  
Transportation Planner III

Santa Clara Valley Transportation Authority

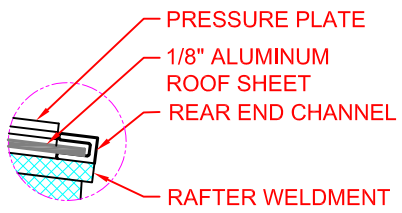
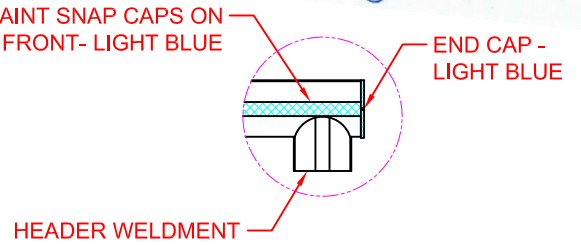
NO EXCEPTIONS TAKEN  
 MAKE CORRECTIONS NOTED  
 AMEND AND RESUBMIT

Any action shown above is subject to the terms of the contract and does not relieve the contractor of any of its obligations under the contract, including design and detailing.

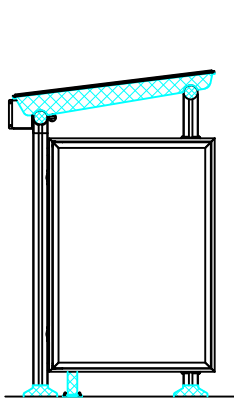
Contract No.: \_\_\_\_\_  
 By: *Edward J. Diste* Date: *4/17/18*



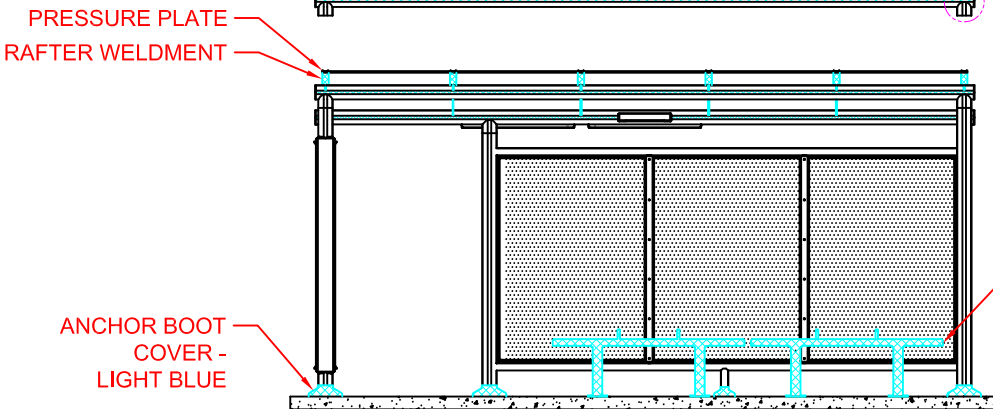
**ROOF PLAN VIEW**



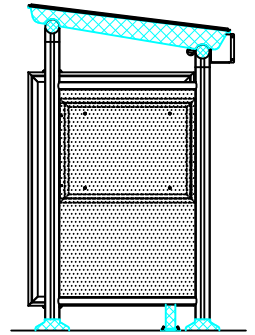
**BENCH PLAN VIEW**



**SIDE ELEVATION**



**FRONT ELEVATION**



**SIDE ELEVATION**



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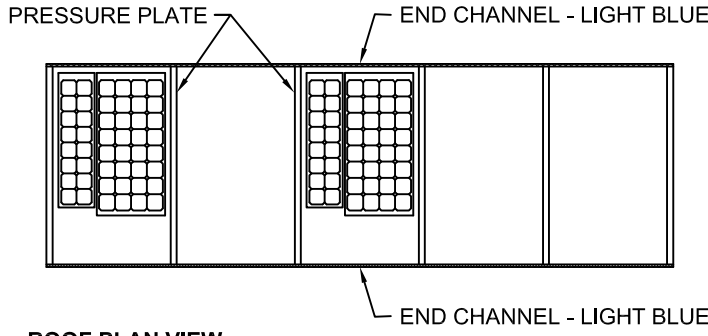
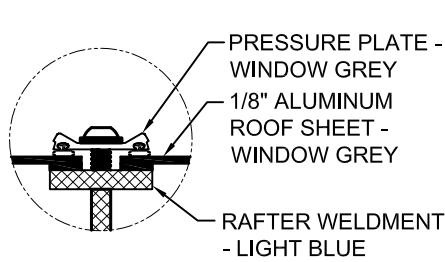
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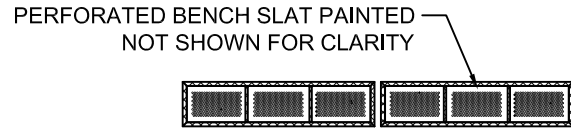
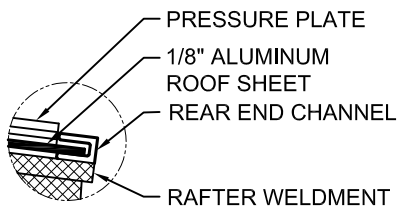
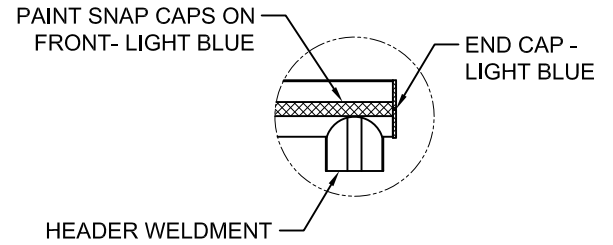
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- ALL OTHER ALUMINUM ITEMS TO BE POWDER COATED - RAL 7040 WINDOW GREY

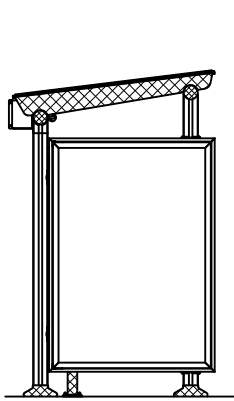
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PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER	DATE:	4-18-18
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		DATE:	4-18-18
		JOB #	XXXX
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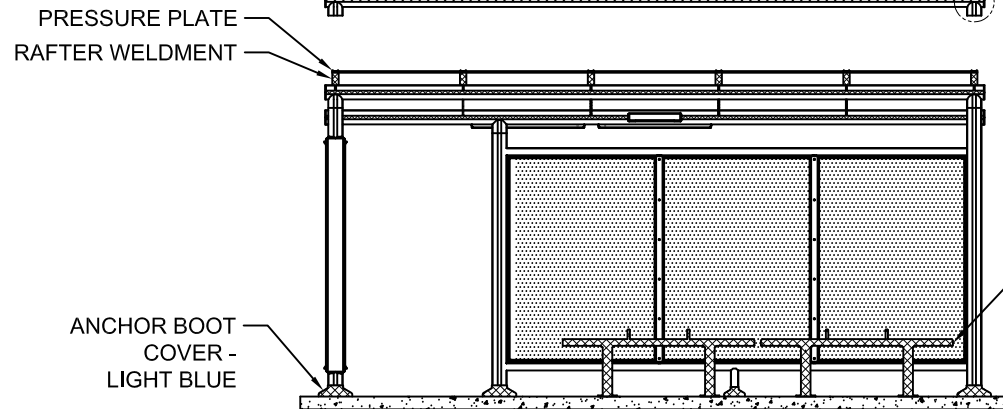
**ROOF PLAN VIEW**



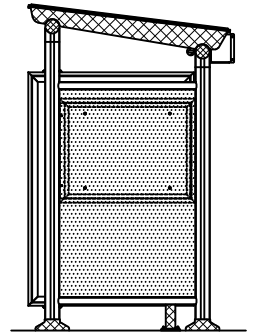
**BENCH PLAN VIEW**



**SIDE ELEVATION**



**FRONT ELEVATION**



**SIDE ELEVATION**



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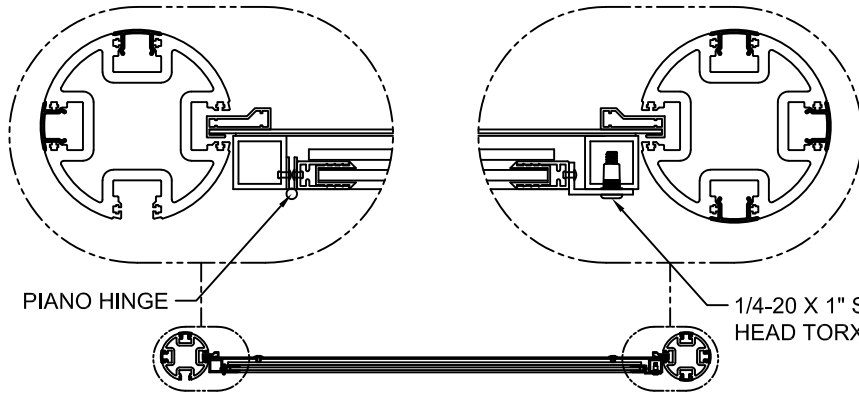
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**SPECIFICATIONS:**

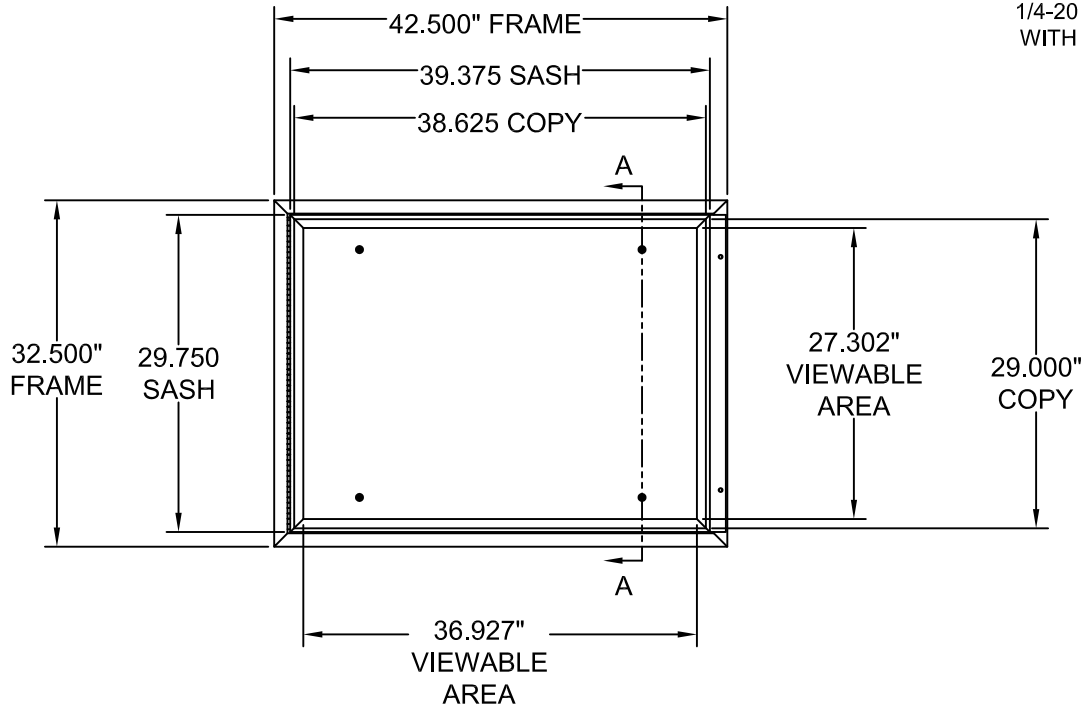
-ALL ALUMINUM ITEMS SHOWN IN BLUE TO BE POWDER COATED - RAL 5012 LIGHT BLUE  
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CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY				ENGINEER:	SJT
	PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER				DATE:
MODEL:		PAINT OPTIONS				CHECKER:
	JOB #	XXXX	SHEET #:	1	DATE:	4-18-18

NOTE: MAP CASE IS SIZED TO FIT THE FULL SIDE WALL



- .090" ALUMINUM PERFORATED PANEL
- 1 1/4" SQ. ALUMINUM WELDED TUBE FRAME
- ALUMINUM SASH
- BLACK VINYL GASKET
- 1/4" CLEAR ACRYLIC
- MAP COPY (BY OTHERS)
- .060" ALUMINUM BACKER SHEET
- 1/4-20 X 1/2" S.S. BUTTON HD. TORX SCREW WITH FLAT & LOCK WASHERS & HEX NUT



SECTION A-A



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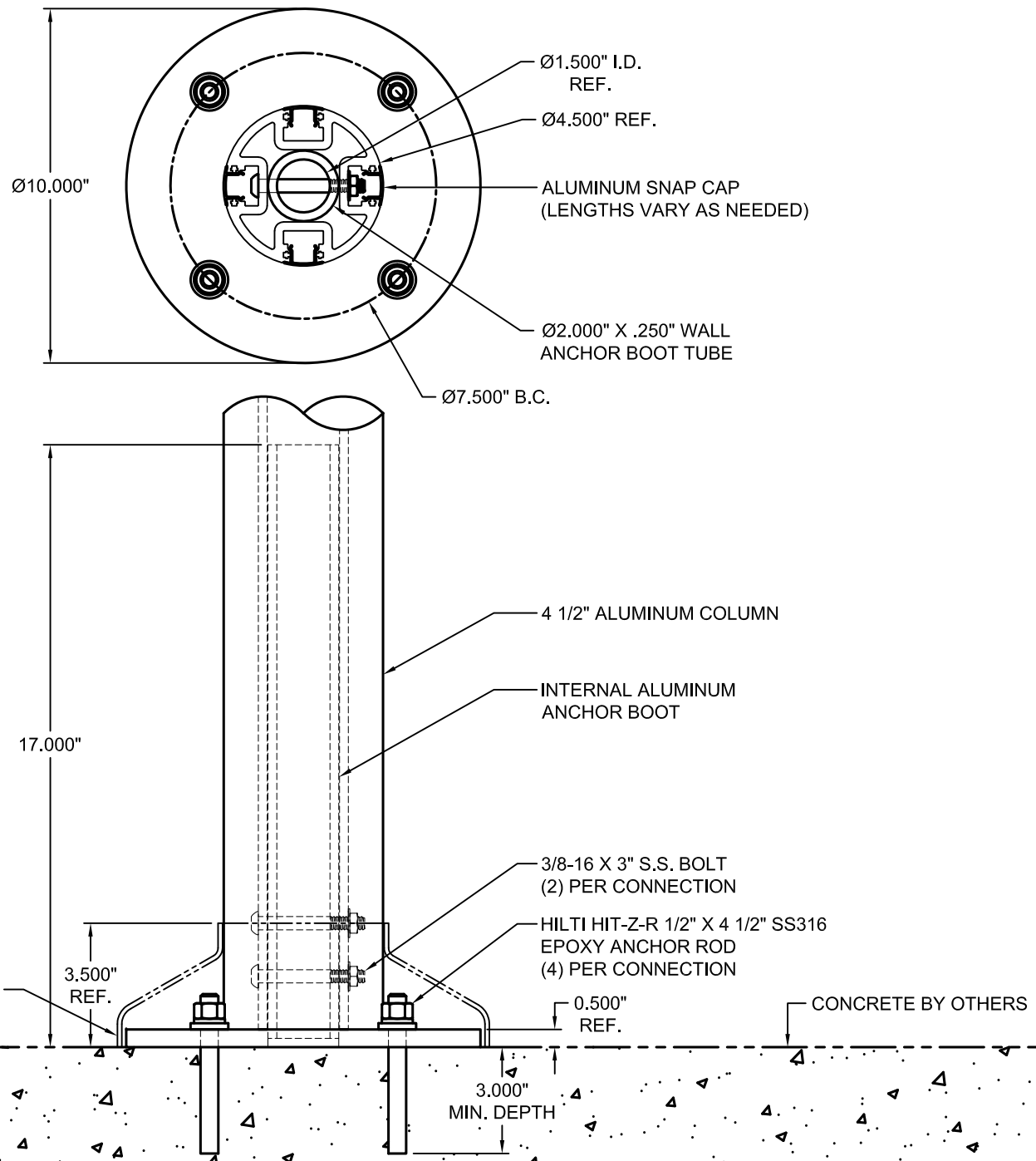
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PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER	DATE:	3-7-18
MODEL:	ECLIPSE SERIES - DETAILS	CHECKER:	SJT
	JOB # XXXX	DATE:	3-7-18
		SHEET #:	1/11

NOTE: ANCHOR SIZING AND MINIMUM DEPTH TO BE VERIFIED BY STRUCTURAL ENGINEER ON STAMPED CALCULATIONS



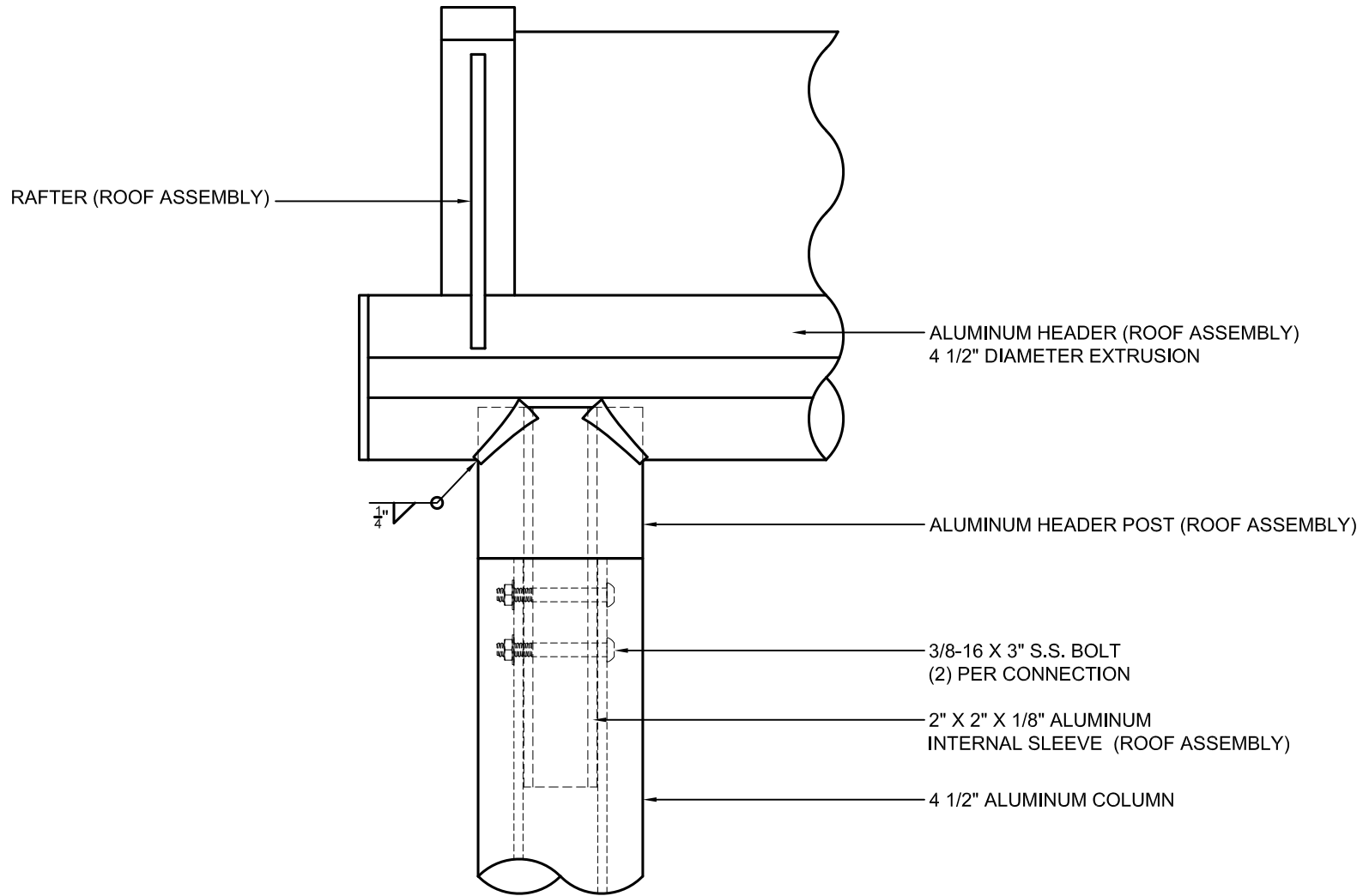
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CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	ENGINEER:	SJT
		DATE:	3-7-18
PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER	CHECKER:	SJT
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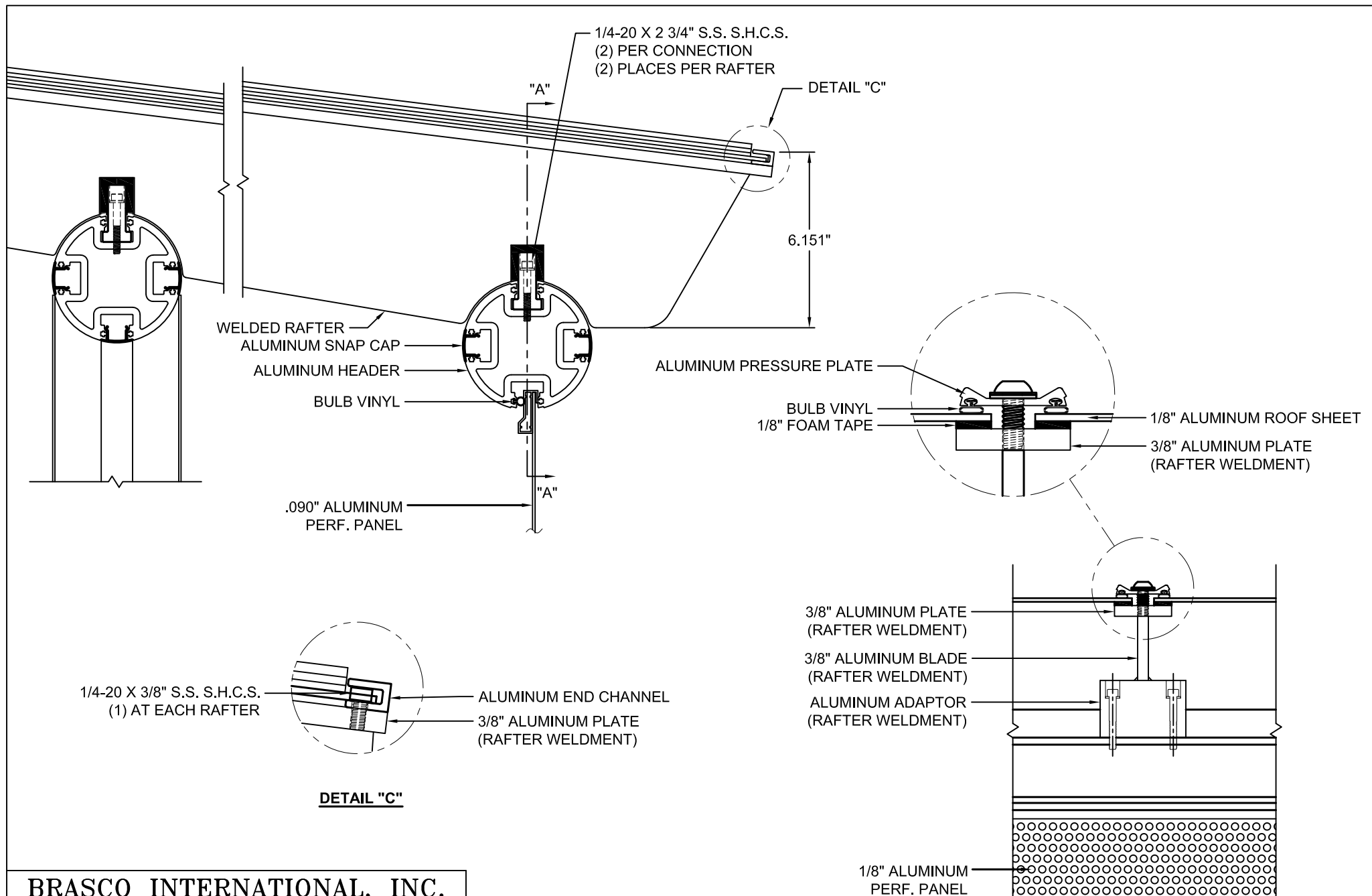
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SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_

CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	ENGINEER:	SJT
		DATE:	3-7-18
PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER	CHECKER:	SJT
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		SHEET #:	3/11



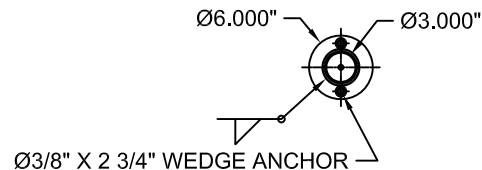
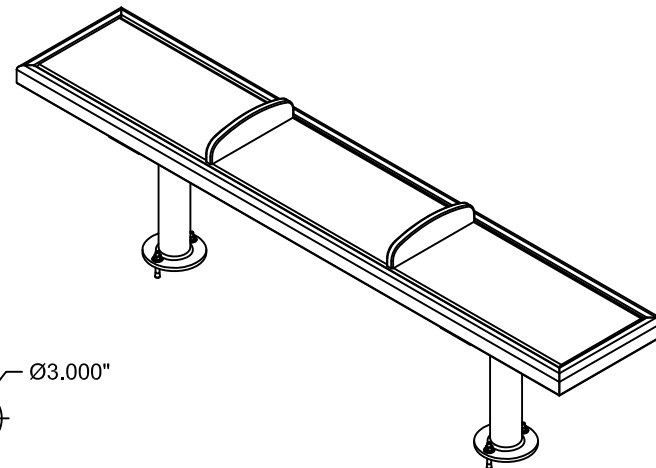
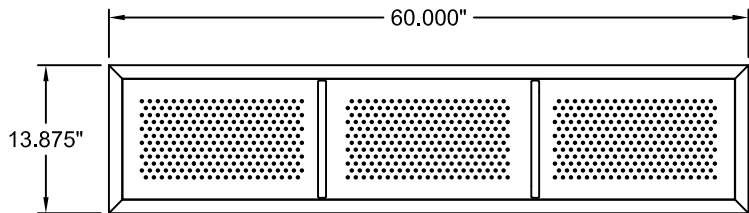
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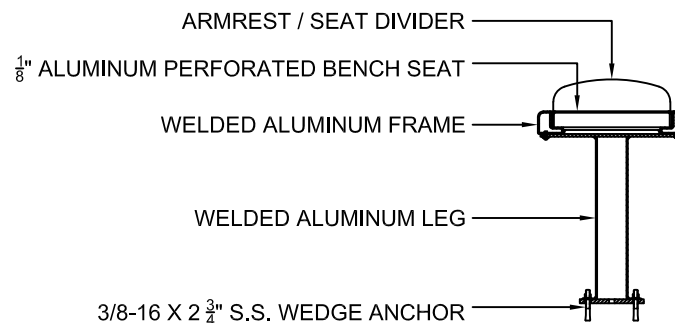
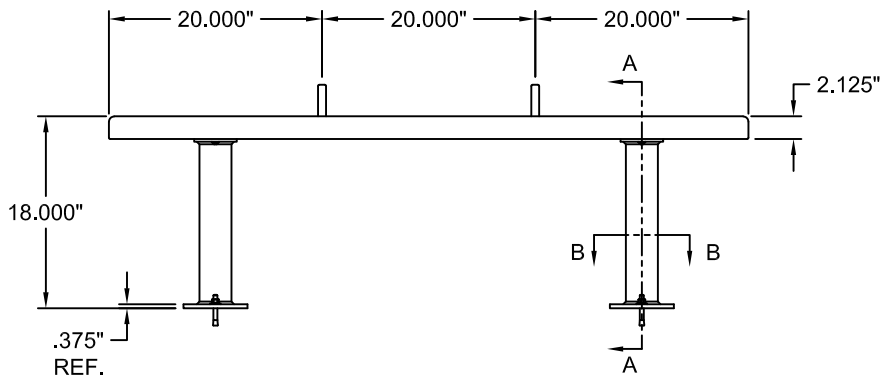
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**LEAD TIME BEGINS UPON RECEIPT OF SIGNED APPROVAL.**

SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_

CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	ENGINEER:	SJT
		DATE:	3-7-18
PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER	CHECKER:	SJT
		DATE:	3-7-18
MODEL:	RAFTER AND ROOF ATTACHMENTS - DETAILS	JOB #	ECL-DET
		SHEET #:	4/11



SECTION B-B



SECTION A-A



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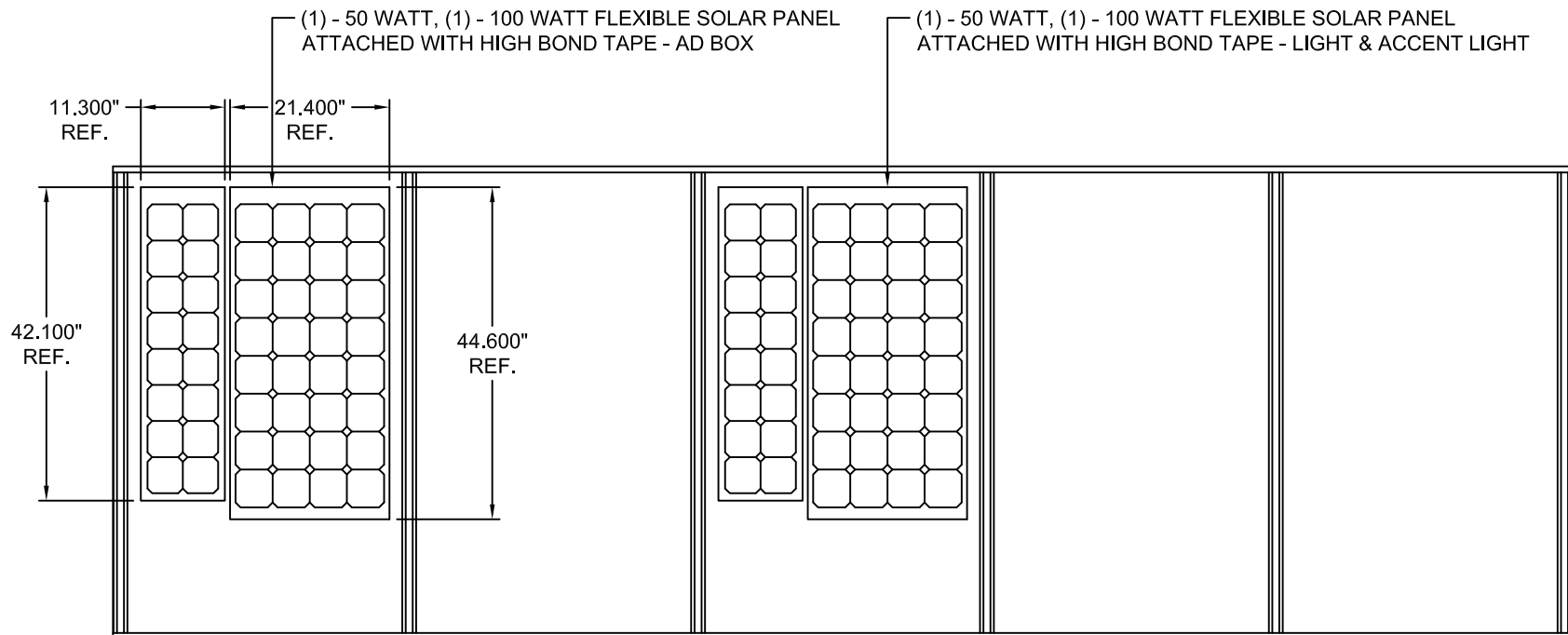
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**LEAD TIME BEGINS UPON RECEIPT OF SIGNED APPROVAL.**

SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_

CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	ENGINEER:	SJT
PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER	DATE:	3-7-18
MODEL:	BE-EC-6-P-A-0 - DETAILS	CHECKER:	SJT
	JOB #	DATE:	3-7-18
	STD.	SHEET #:	5/11

NOTE: SHELTERS WITH AN AD BOX WILL HAVE (2) SETS OF SOLAR PANELS AS SHOWN.  
 SHELTERS WITH LIGHTING ONLY WILL HAVE (1) SET OF SOLAR PANELS.



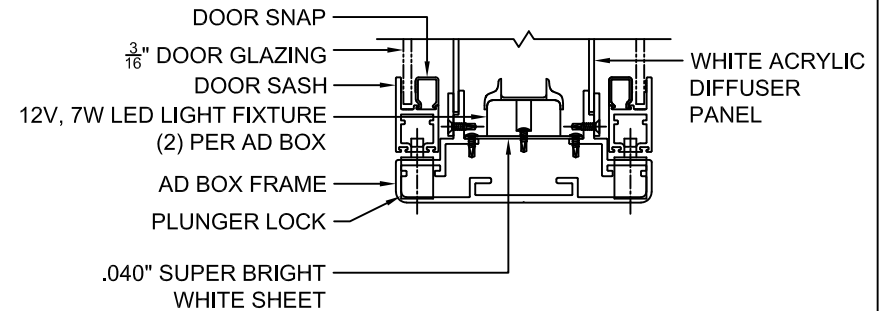
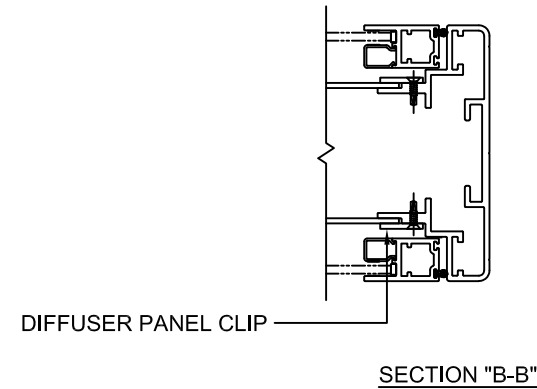
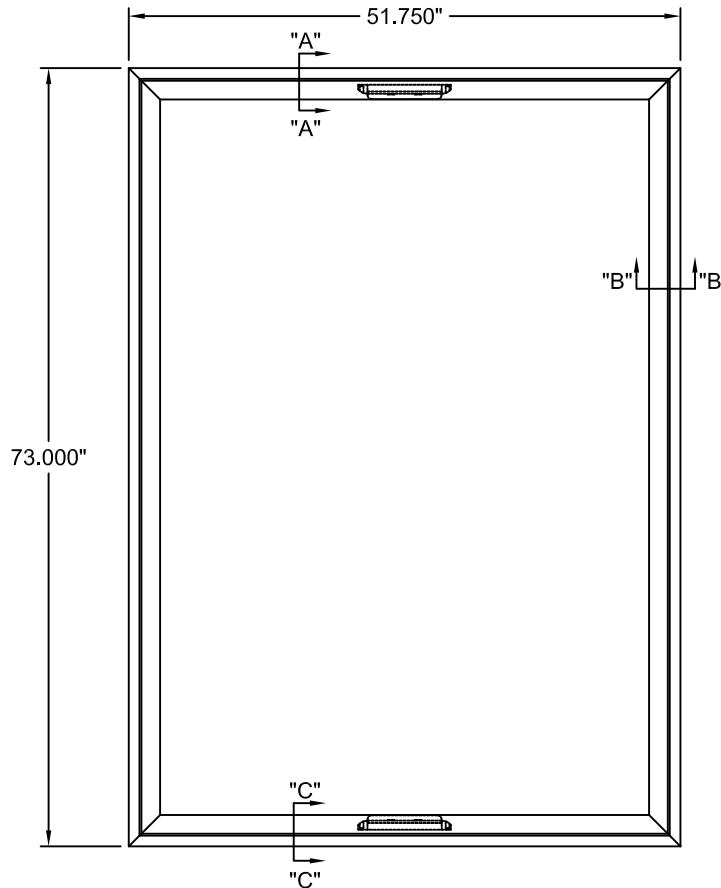
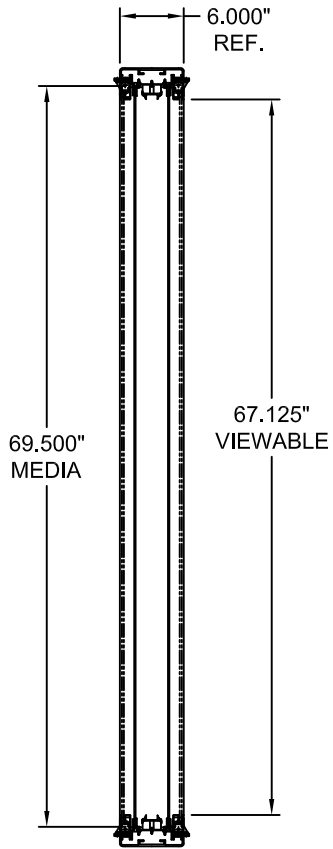
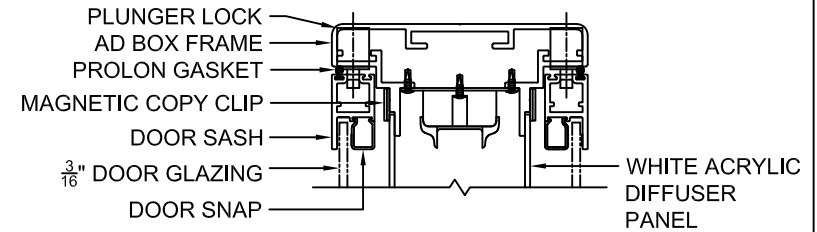
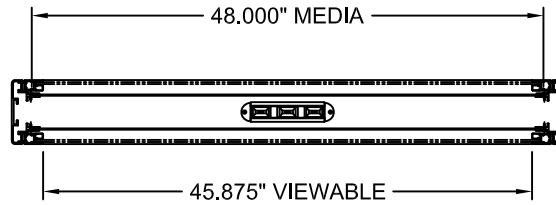
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SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_

CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	ENGINEER:	SJT
		DATE:	3-7-18
PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER	CHECKER:	SJT
		DATE:	3-7-18
MODEL:	SOLAR PANEL LAYOUT - DETAILS	JOB #	STD.
		SHEET #:	6/11



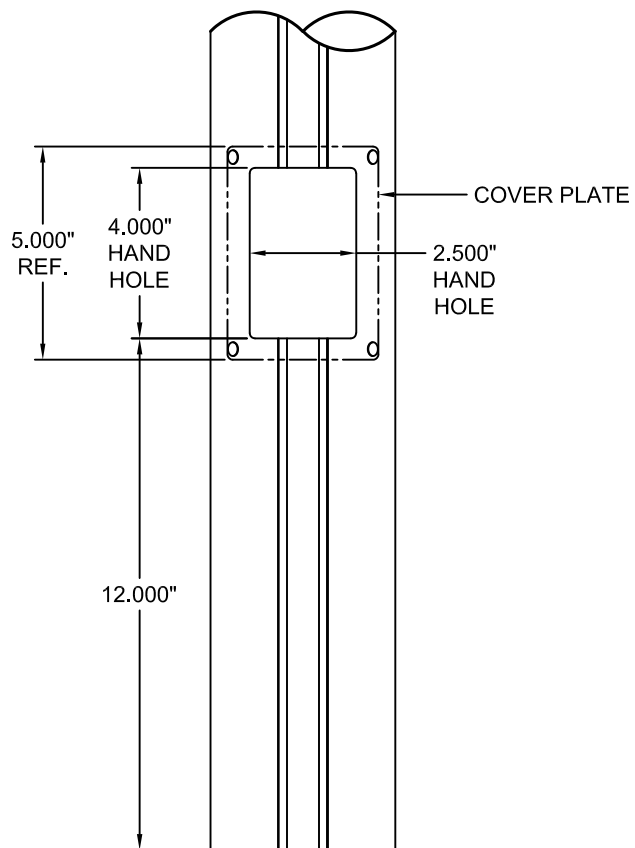
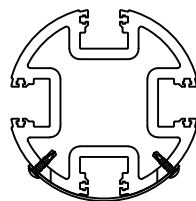
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**LEAD TIME BEGINS UPON RECEIPT OF SIGNED APPROVAL.**

© SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_

CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	ENGINEER:	SJT
		DATE:	3-7-18
PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER	CHECKER:	SJT
		DATE:	3-7-18
MODEL:	AD BOX - DETAILS	JOB #	XXXX
		SHEET #:	7/11



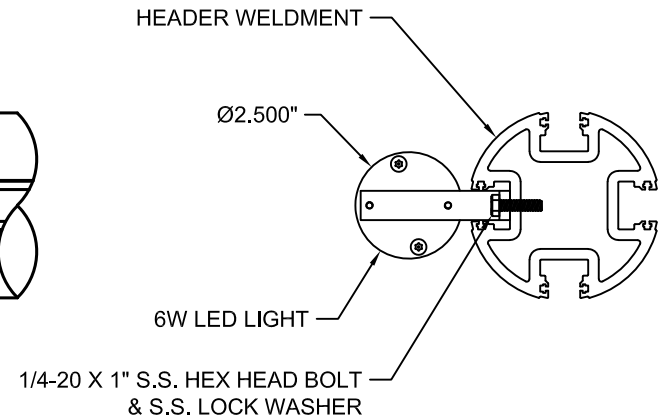
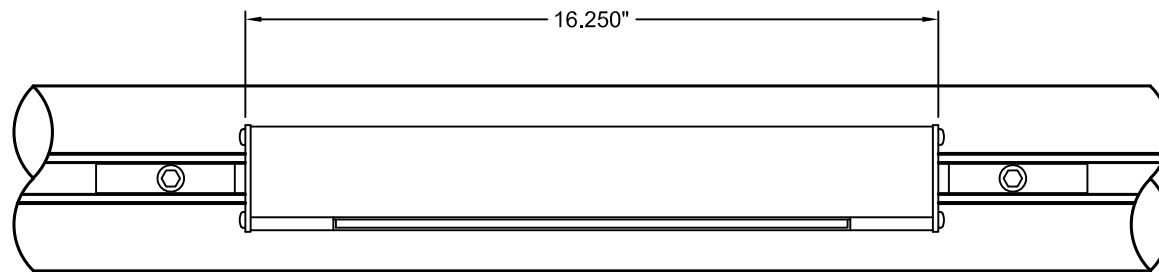
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SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_

CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY				ENGINEER:	SJT
					DATE:	3-7-18
PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER				CHECKER:	SJT
					DATE:	3-7-18
MODEL:	ELECTRICAL ACCESS - DETAILS	JOB #	ECL-DET	SHEET #:	8/11	



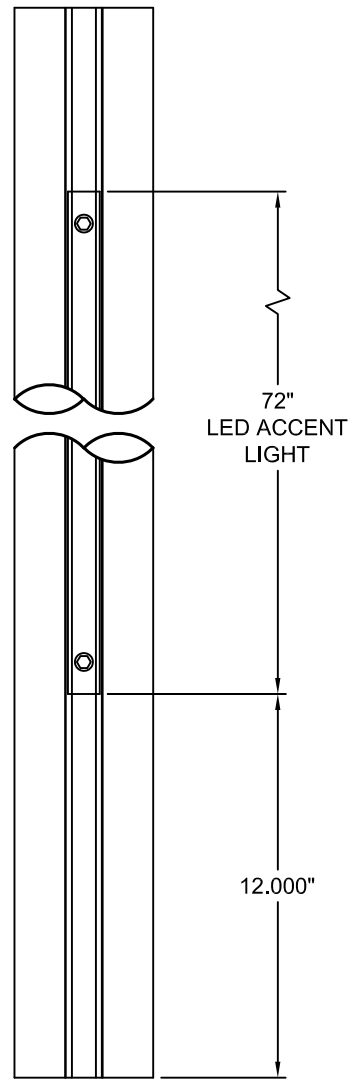
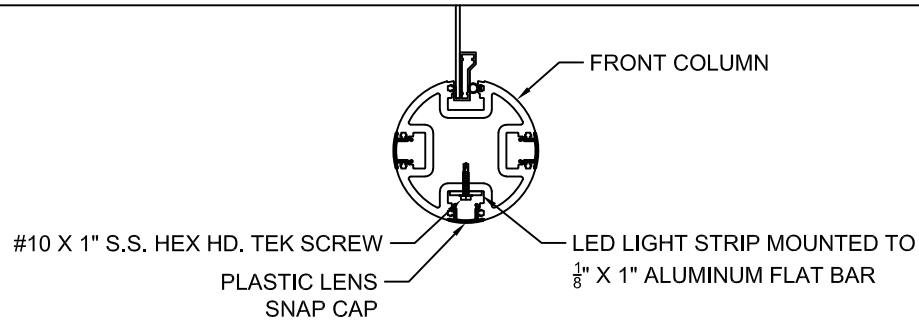
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SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_

CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	ENGINEER:	SJT
		DATE:	3-7-18
PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER	CHECKER:	SJT
		DATE:	3-7-18
MODEL:	6 WATT LED LIGHT - DETAILS	JOB #	ECL-DET
		SHEET #:	9/11



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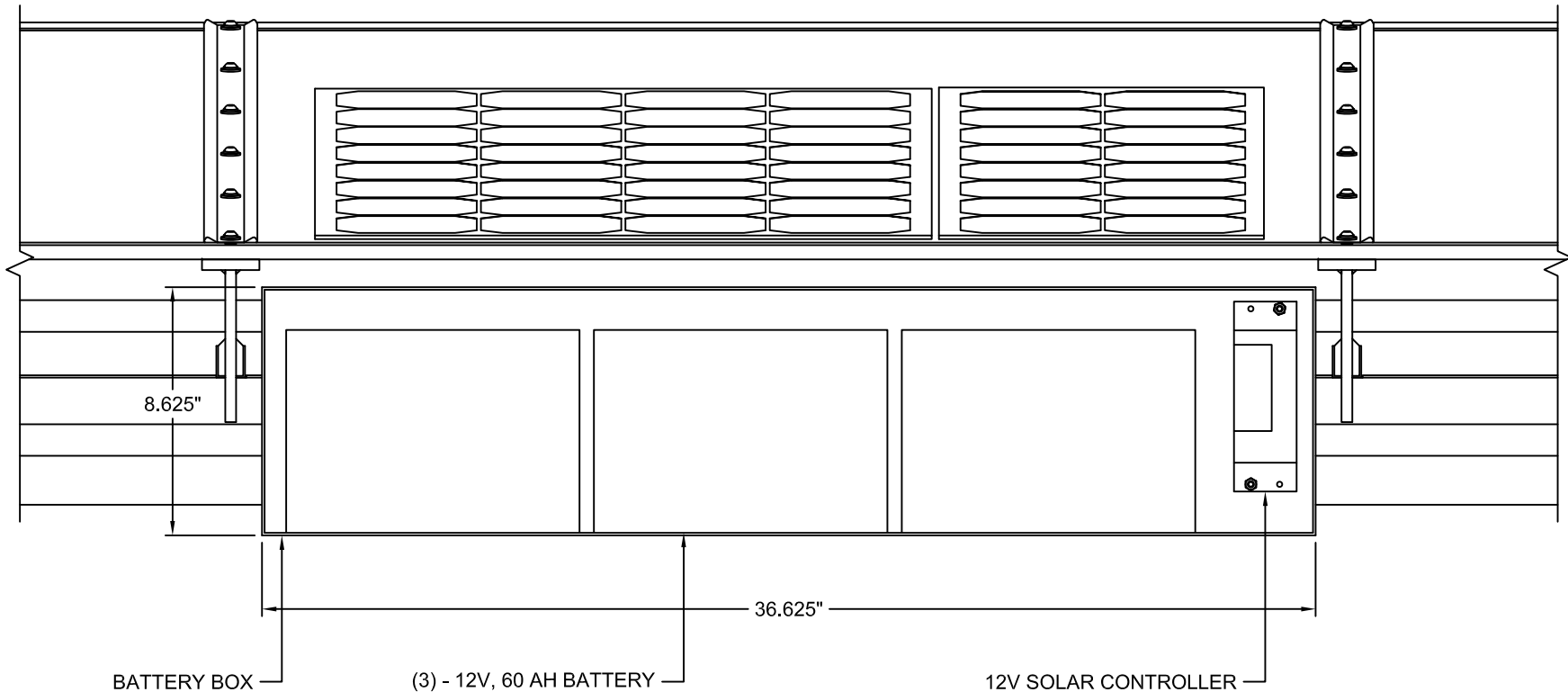
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SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_

CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY				ENGINEER:	SJT
					DATE:	3-7-18
PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER				CHECKER:	SJT
					DATE:	3-7-18
MODEL:	ACCENT LIGHTING - DETAILS	JOB #	ECL-DET	SHEET #:	10/11	





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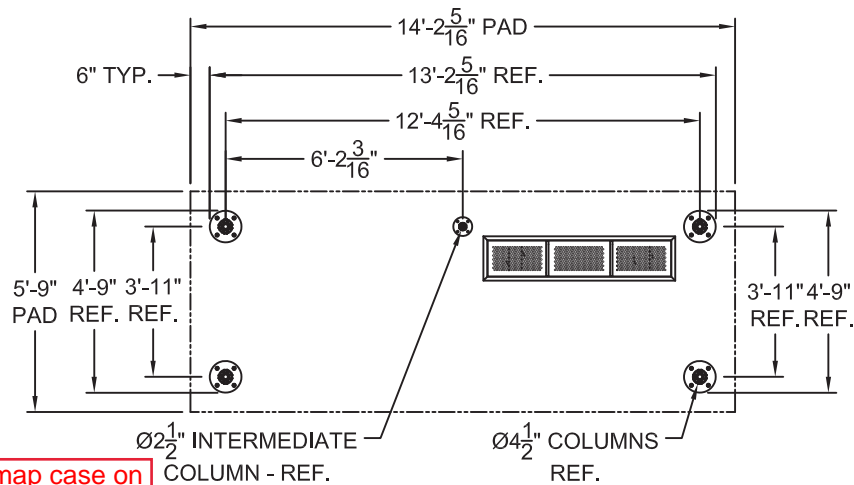
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SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_

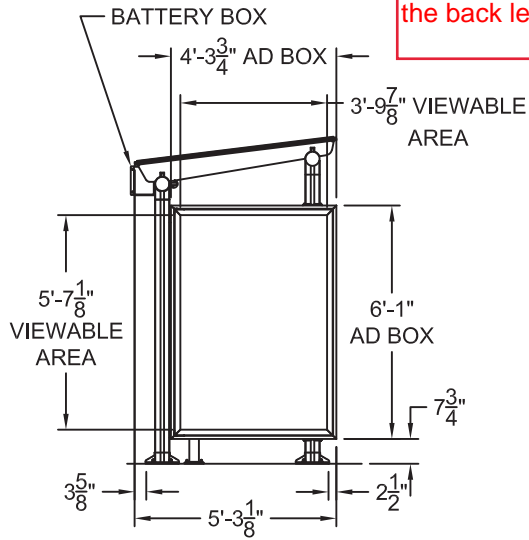
CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	ENGINEER:	SJT
		DATE:	3-7-18
PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER	CHECKER:	SJT
		DATE:	3-7-18
MODEL:	BATTERY BOX - DETAILS	JOB #	ECL-DET
		SHEET #:	11/11

For purchasing a new shelter, the contact information for Brasco is on the specs. When placing the order for the Brasco shelter, request for VTA standard with logo plate and locks (not pictured on specs). Additionally, when the installation of the shelter is complete, VTA inspects the shelter installation at no additional cost. Contact [permits@vta.org](mailto:permits@vta.org) to schedule inspection.

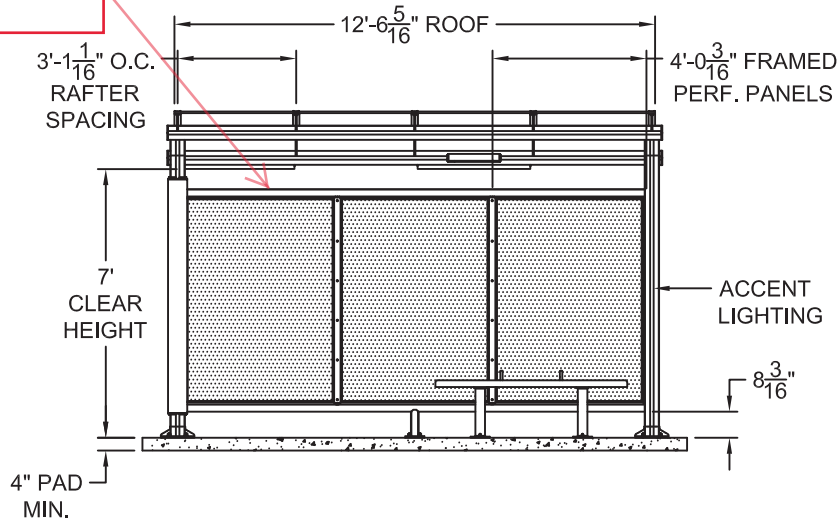


**PLAN VIEW**

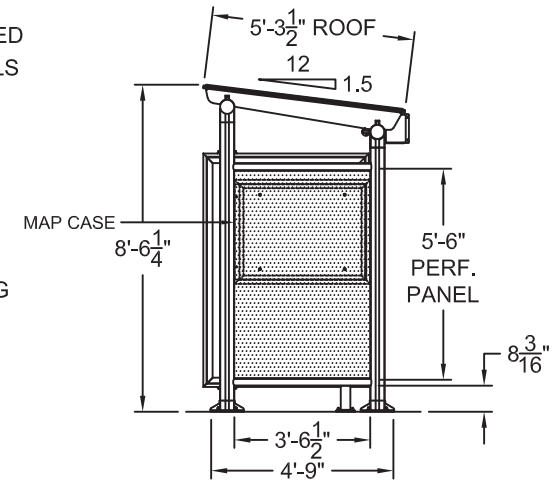
Install map case on the back left wall.



**SIDE ELEVATION**



**FRONT ELEVATION**



**SIDE ELEVATION**

QUANTITY: (14) SHELTERS AS SHOWN

**SPECIFICATIONS:**

- ALUMINUM EXTRUSIONS & COMPONENTS ARE 6063-T6 GRADE WITH A MINIMUM 1/8" WALL THICKNESS
- ALL METAL COMPONENTS SHALL BE WELDED IN ACCORDANCE WITH AWS D1.2 AND PERFORMED BY CERTIFIED WELDERS
- POWDER COATED ALUMINUM STRUCTURE - RAL 7040 WINDOW GREY
- 0.090" - Ø1/4" X 3/8" STAGGER ALUMINUM PERFORATED PANEL WALL GLAZING
- 1/8" FLAT ALUMINUM ROOF
- 5' PERFORATED ECLIPSE BENCH
- 4' X 6' SOLAR POWERED AD BOX
- SOLAR POWERED LIGHT AND ACCENT LIGHTING
- MAP CASE RIGHT SIDE WALL

**NOTE:** THE CONCRETE PAD SIZES SHOWN ARE STANDARD MINIMUM REQUIREMENTS AND ARE FOR REFERENCE ONLY. THE PAD MAY NEED TO BE REINFORCED OR ENLARGED DEPENDING ON LOCAL CODES AND LOADING CONDITIONS.

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© SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_



CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	ENGINEER:	SJT
PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER	DATE:	3-6-18
MODEL:	ECLIPSE SERIES - EC0513 (STORY & KEYES) JOB # 5262	CHECKER:	SJT
		DATE:	3-6-18
		SHEET #:	7/9