

5260 Monterey Road Gas Station and Convenience Store
Expansion Project

File No. H19-043 & ER20-008

Initial Study / Mitigated Negative Declaration

**RESPONSES TO PUBLIC COMMENTS AND TEXT
CHANGES**

March 10, 2022

CEQA Lead Agency:



City of San José
Department of Planning, Building and Code Enforcement
200 East Santa Clara Street
San Jose, California 95113 Phone: (408) 535-3555

In Consultation with:

Grassetti Environmental Consulting. (ATTN: Richard Grassetti, Principal.)

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Attachments

Attachment A – Public Comments to IS/MND During Public Review Period

SECTION 1 SUMMARY OF COMMENTS

The 5260 Monterey Road Gas Station and Convenience Store Expansion Project Initial Study /Mitigation Negative Declaration (IS/MND) was circulated for public review from December 17, 2021 through January 13, 2022. During the circulation period, the City of San José received 3 comment letters from Santa Clara Valley Water District, Santa Clara Valley Transportation Authority, and the Pacific Gas & Electric Company.

In summary, the comments received on the draft IS/MND did not raise any new issues about the project’s environmental impacts, or provide information indicating the project would result in new environmental impacts or impacts substantially greater in severity than disclosed in the IS/MND. CEQA does not require formal responses to comments on an IS/MND, only that the lead agency consider the comments received [CEQA Guidelines §15074(b)]. Nevertheless, responses to the comments are included in this document to provide a complete environmental record.

The following pages contain a list of the agencies and persons that submitted comments on the IS/MND and the City’s responses to comments received on the IS/MND. The specific comments have been excerpted from the letter and are presented as “Comment” with each response directly following (“Response”). Copies of the actual letters and email submitted to the City of San Jose are attached to this document (Attachment A).

**SECTION 2 AGENCIES AND PERSONS COMMENTING ON
THE IS/MND**

	Comment Received From	Date of Letter	Response on Page
A.	Santa Clara Valley Water District	January 11, 2022	5
B.	Santa Clara Valley Transportation Authority	January 13, 2022	8
C.	Pacific Gas and Electric Company	January 19, 2022	10

SECTION 3 RESPONSE TO COMMENTS

This memo responds to comments on the IS/MND as they relate to the potential environmental impacts of the project under CEQA. Numbered responses correspond to comments in each comment letter. Copies of the comment letters are attached. Strike-through indicates deleted text and underlines indicate added text.

A. RESPONSES TO SANTA CLARA VALLEY WATER DISTRICT COMMENTS

Comment A1: The resource topics listed in Section 4.7 on page 76 do not match the subsequent subsections. All subsections that are discussed should be listed, including Hydrology and Water Quality.

Response A1: The first paragraph on p. 76 has been revised as follows for consistency with the following sections (strike-through indicates deleted text and underlines indicate added text):

“Other resource areas/topics are discussed below. These resource topics include aesthetics, agricultural and forestry resources, air quality, energy, cultural and paleontological resources, geology and soils, hydrology and water quality, ~~greenhouse gas emissions,~~ land use and planning, noise and vibration, ~~mineral resources,~~ population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildfire hazards ~~transportation and traffic.~~”

Comment A2: While Coyote Creek is the closest creek, the site drains to Canoas Creek in the greater Guadalupe River Watershed. Therefore, Section 4.7.5 on page 82, should refer to Canoas Creek as that is where the site drains.

Response A2: The first paragraph on Section 4.7.5 on page 82 of the IS has been revised as follows:

The project site is located within the Guadalupe River watershed, which is part of the Santa Clara Basin and the larger San Francisco Bay Basin. There are no waterways on the project site. The closest waterway to the project site is Coyote Creek, located about one mile east of the project site, however, the site drains westward to Canoas Creek. Based on the Federal Emergency Management Agency’s (FEMA) Flood Insurance Rate Maps (FIRM), the project site is located in Flood Zone D (FEMA, 20091). Flood Zone D indicates areas with possible but undetermined flood hazards but where no flood-hazard analysis has been conducted.

Comment A3. Section 4.7.5 on page 82 states that the project site is not located within a dam failure inundation area; however, a portion of the site is in the Anderson Dam failure inundation zone. The text should be revised accordingly.

Response A3: The second paragraph on Section 4.7.5 on page 82 of the IS has been revised as follows:

The project site is partially located within ~~a~~ the Anderson Dam failure inundation zone ~~area~~, as determined by the Santa Clara Valley Water District

<https://www.valleywater.org/sites/default/files/Anderson%20Dam%20Inundation%20Maps%202016.pdf> State of California Department of Water Resources.

Comment A4: There does not appear to be an impact discussion for Part b of Section 4.7.5 on page 83. This should be answered appropriately.

Response A4: Groundwater impacts identified in item b) of Section 4.7.5 on p. 83 of the IS are addressed in the discussion under item e) of that section, immediately following item b). The groundwater impact discussions for item b) and item e) are combined.

Comment A5: Part d of Section 4.7.5 on page 84 states that the project site is in an area that is unmapped by FEMA, which is incorrect. The site is located on FEMA FIRM No. 06085C0268H, effective May 18, 2009, and the document should be revised for accuracy.

Response A5: The text under item d) on p. 84 is revised as follows:

(Less than Significant Impact) The project site is ~~not partially~~ located in a dam inundation zone, not located in a seiche zone area, and is well inland of any potential tsunami hazard areas. ~~Therefore it would have no impact with respect to those hazards.~~ As discussed above, the project site is designated as Zone D on the FEMA FIRM map, which is unmapped with possible but undetermined flood hazards but where no flood-hazard analysis has been conducted (FEMA FIRM No. 06085C0268H, effective May 18, 2009). Project gas tanks and oil storage facilities would be contained and handled so as not to create a hazard in the event of flooding. Therefore any impact of flooding on the site would be less than significant.

Comment A6: Section 4.7.6 on page 84 states that the “project site is bordered by Almaden Expressway and Redmond Avenue to the east and south”, which is incorrect, and should be revised to Roeder Road and Monterey Road.

Response A6: The second sentence of the last paragraph on p. 84 has been revised as follows:

The project site is bordered by ~~Almaden Expressway and Redmond Avenue to the east and south, and commercial buildings to the north and west.~~ Roeder Road on the south and Monterey Road on the west. Multi-family residences are adjacent to the site on the north.

Comment A7: Section 4.7.13 on page 92 states that existing water lines and sewer lines on Almaden Expressway and Redmond Avenue serve the project area, however, this does not appear to be accurate given the distance of these roadways from the project site and should be verified.

Response A7: The third paragraph under section 4.7.13 on p. 92 has been revised as follows:

Sanitary sewer lines in the project area are inspected and maintained by the City of San José

Department of Transportation, and rehabilitated and replaced by the Department of Public Works. Existing sewer lines on Monterey Road and Roeder Road ~~Almaden Expressway and Redmond Avenue~~ serve the project area.

Comment A8: The discussion in Part a of Section 4.7.13 on page 93 states that stormwater “runoff from the site would be collected via the existing storm drains” and conflicts with Part c of Section 4.7.13 on page 93, which says a “new storm drain lateral would be constructed.” It should be consistent throughout the document whether new or existing storm drain infrastructure will be utilized.

Response A8: No new storm drain lateral would be constructed however a new sewer lateral will be constructed. Item c of Section 4.7.13 on page 93; the text had been corrected as follows:

The project would not change wastewater generation from the site. A new ~~storm drain~~ wastewater lateral would be constructed connecting to the existing storm drains to the City’s storm drain main system. The existing wastewater treatment facilities have adequate capacity to serve the Project.

Comment A9: Part c of Section 4.7.13 is about wastewater, but the discussion is about storm water, which is not the same as wastewater. Please revise the discussion in this section to address the topic of wastewater.

Response A9: Please see response to Comment A8, above.

Comment A10: Valley Water records show that there are 31 properly destroyed wells and one abandoned well on the subject site (APN: 684-29-004). Please keep in mind it is always possible that a well exists that is not in Valley Water records. Abandoned or unused wells can provide a vertical conduit for contaminants to pollute groundwater. To avoid impacts to groundwater quality, any wells found on-site, including the abandoned well, that will not be used must be properly destroyed in accordance with Ordinance 90-1, which requires issuance of a well destruction permit or registered with Valley Water and protected during construction. Property owners or their representatives should call the Wells and Water Measurement Unit at (408) 630-2660 for more information regarding well permits and registration for the destruction of wells.

Response A10: Comment noted. The applicant will coordinate with SCVWD should any additional wells be encountered on the site during construction.

B. RESPONSE TO SANTA CLARA VALLEY TRANSPORTATION AUTHORITY COMMENTS

Comment B1: There are slight inconsistencies in the document relating to the bus stop relocation. The description on p. 73 and on the site plan (Appendix J) states/shows that the bus shelter will be moved to approximately 50 feet north of the existing bus shelter. VTA supports this location. However, page 6 of the IS states that the shelter would be moved to the south. Please confirm the proposed location of the bus shelter and its proximity to the driveway on Monterey Road.

Response B1: VTA's bus station design recommendations are noted. The bus shelter will be moved 50 feet to the north of its existing location, as described in the IS Project Description. The last sentence of the third paragraph on page 6 of the IS has been corrected as follows:

“The existing bus stop on Monterey Road adjacent to the site would be moved slightly to the north south.”

Comment B2: VTA recommends:

- Placing a note on the construction plans to notify VTA at bus.stop@vta.org or 408-321-5800, three business days prior to working near a bus stop. Contact VTA at least two weeks before for any shelter removal or to obtain a VTA permit. This ensures the safety of transit passengers and bus operations.
- Replacing the existing 10'x99' concrete bus pad with a 10'x55' concrete bus pad at the new shelter location. This requires a VTA Construction Access Permit. Please contact permits@vta.org to obtain one.

VTA is supportive of the new bus shelter location at the northern edge of the project site. VTA recommends replacing the older shelter with the new standard. Specifications are attached with the contact information of the manufacturer.

If the bus stop shelter moves and VTA does not receive an exception to being required to install a new PG&E meter at this location, then VTA requests a new solar powered shelter be installed in its place at the cost of the developer.

Response B2: VTA's recommendations regarding the bush shelter are noted. The applicant will relocate the shelter in a manner acceptable to VTA. All required VTA approvals would be acquired prior to approval of the project's building permits from the City.

Comment B3: The project site is approximately 175 feet from the Caltrain rail tracks. Currently there are no safety features to protect pedestrians and vehicles crossing the railroad tracks. The UC Berkeley TIMS (collision database) found that the Monterey Road Chynoweth Avenue intersection had at least three incidents involving a pedestrian from January 2018 through December 2020. Even though VTA does not have jurisdiction along the tracks or crossings, VTA strongly recommends coordinating with Caltrain to contribute to safety features, such as fencing or a boom barrier.

Response B3: There is no evidence that the project, which involves a canopy over gas pumps, some additional fueling stations, and a convenience store expansion, would contribute to any safety

issues along the referenced tracks or rail crossings nor does the applicant have jurisdiction or authority to install any features along the tracks. In addition, the accidents VTA was referring to occurred at the roadway intersection but the VTA comments specifically refer to railroad tracks; no accidents were listed associated with the rail road tracks. The UC Berkeley TIMS web site also mentioned 2 other accidents involving bikes but the accidents did not occur at this intersection. They occurred on a different street near the area but not on the rail road tracks as mentioned by VTA. In addition, there are already existing railroad crossing gates and signals at this intersection. No additional improvements are necessary to mitigate project impacts.

Comment B4: VTA, in partnership with the City of San Jose, have started a Community Based Transportation Plan (CBTP) along the Monterey Corridor. CBTPs bring local residents, community organizations, and transportation agencies together to improve mobility options for low-income communities. The CBTP will take approximately a year to complete. Findings from the CBTP will help local policymakers make decisions on the planning, funding, and implementation of transportation projects.

VTA would appreciate assistance in community outreach in unmet needs, gaps in service and transportation solutions along Monterey Road for its Monterey Corridor Community Based Transportation Plan.

Response B4: This does not appear to be a comment on the Initial Study, therefore no response is required.

Comment B5: Language that needs to be updated. VTA has identified a number of text changes in the document. These are identified below in the Response to this comment.

Response B5: VTA has suggested a number of minor text changes to update the transportation analysis, none of which affect the environmental findings in the study. All of these updates and corrections have been incorporated into the text as requested, and are shown in Section 4, Text Changes, in this document.

C. RESPONSES TO PACIFIC GAS AND ELECTRIC COMPANY COMMENTS

Comment C1: Thank you for providing PG&E the opportunity to review your proposed plans for Gas Station and Convenience Store Expansion dated December 17, 2021. Our review indicates your proposed improvements do not appear to directly interfere with existing PG&E facilities or impact our easement rights

Please note this is our preliminary review and PG&E reserves the right for additional future review as needed. This letter shall not in any way alter, modify, or terminate any provision of any existing easement rights. If there are subsequent modifications made to your design, we ask that you resubmit the plans to the email address listed below.

If you require PG&E gas or electrical service in the future, please continue to work with PG&E's Service Planning department: <https://www.pge.com/cco/>.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked onsite.

Response C1: The comment is to acknowledge the project would not directly interfere with existing PG&E facilities. No further responses are required.

SECTION 4 TEXT CHANGES TO THE IS/MND

The following text changes are incorporated into the Initial Study (strike-through indicates deleted text and underlines indicate added text):

The last sentence of the third paragraph on page 6 of the IS has been corrected as follows:

“The existing bus stop on Monterey Road adjacent to the site would be moved slightly to the north south.”

Page 67: The third paragraph in Transportation Setting, p. 67 of the IS, second sentence is replaced with the following two sentences:

“Three bicycles can be placed on the exterior bike racks on all VTA buses. VTA light rail trains can accommodate six bikes: four bikes may be stored on the racks and two are allowed to stand in the articulated part of the light rail train.”

Page 67, VTA Bus Service Bullets: The following bullet is added:

“VTA Rapid Route 568 stops at the bus stop adjacent to the site. This route service from Gilroy to Downtown San Jose, departing every 30 minutes in each direction. This new route replaces the now discontinued 168 Express, which only operated four northbound morning trips, and four southbound evening trips.”

Page 68, VTA Bus Service Bullets: The final bullet is revised as follows:

Dial-a-ride, also known as VTA ACCESS Paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical, visual, or cognitive or mental disability. ~~VTA Paratransit is designed to serve the needs of individuals with disabilities within the City of San Jose and greater Santa Clara County. Paratransit is shared ride public transportation, complementary to fixed route transit service. This means paratransit operates within the same service area and service times as VTA bus and light rail service. Customers can expect multiple pick-ups and drop offs along their trips, just like a bus.~~

Page 68, Regulatory Setting, the last sentence under Metropolitan Transportation Commission is revised as follows:

MTC and ABAG recently adopted ~~the final~~ Plan Bay Area 2050 ~~in July 2013~~ which includes the region’s Sustainable Communities Strategy and the most recently adopted Regional Transportation Plan. ~~(2040)~~

Page 76, The first paragraph on has been revised as follows:

“Other resource areas/topics are discussed below. These resource topics include aesthetics, agricultural and forestry resources, air quality, energy, cultural and paleontological resources, geology and soils, hydrology and water quality, ~~greenhouse gas emissions~~, land use and planning, noise and vibration, mineral resources, population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildfire hazards ~~transportation and traffic~~.”

Page 82, The first paragraph on Section 4.7.5 has been revised as follows:

The project site is located within the Guadalupe River watershed, which is part of the Santa Clara Basin and the larger San Francisco Bay Basin. There are no waterways on the project site. The closest waterway to the project site is Coyote Creek, located about one mile east of the project site, however, the site drains westward to Canoas Creek. Based on the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps (FIRM), the project site is located in Flood Zone D (FEMA, 20091). Flood Zone D indicates areas with possible but undetermined flood hazards but where no flood-hazard analysis has been conducted.

The second paragraph on Section 4.7.5 on page 82 of the IS has been revised as follows:

The project site is partially located within a the Anderson Dam failure inundation zone area, as determined by the Santa Clara Valley Water District (<https://www.valleywater.org/sites/default/files/Anderson%20Dam%20Inundation%20Maps%2016.pdf>) State of California Department of Water Resources.

The text under item d) on p. 84 is revised as follows:

(Less than Significant Impact) The project site is not partially located in a dam inundation zone, not located in a seiche zone area, and is well inland of any potential tsunami hazard areas. Therefore it would have no impact with respect to those hazards. As discussed above, the project site is designated as Zone D on the FEMA FIRM map, which is unmapped with possible but undetermined flood hazards but where no flood-hazard analysis has been conducted (FEMA FIRM No. 06085C0268H, effective May 18, 2009). Project gas tanks and oil storage facilities would be contained and handled so as not to create a hazard in the event of flooding. Therefore any impact of flooding on the site would be less than significant.

The second sentence of the last paragraph on p. 84 has been revised as follows:

The project site is bordered by Almaden Expressway and Redmond Avenue to the east and south, and commercial buildings to the north and west. Roeder Road on the south and Monterey Road on the west. Multi-family residences are adjacent to the site on the north.

The third paragraph under section 4.7.13 on p. 92 has been revised as follows:

Sanitary sewer lines in the project area are inspected and maintained by the City of San José Department of Transportation, and rehabilitated and replaced by the Department of Public Works. Existing sewer lines on Monterey Road and Roeder Road Almaden Expressway and Redmond Avenue serve the project area.

Item c of Section 4.7.13 on page 93; the text has been revised as follows:

The project would not change wastewater generation from the site. A new storm drain wastewater lateral would be constructed connecting to the existing storm drains to the City's storm drain main system. The existing wastewater treatment facilities have adequate capacity to serve the Project.

SECTION 5 SUPPLEMENTAL REPORTS AND MEMORANDUMS

No supplemental reports or memorandums have been prepared for this document.

SECTION 6 PUBLIC COMMENTS ATTACHMENTS

Please see copies of the original comment letters in Attachment A.

ATTACHMENT A. -COMMENTS RECEIVED ON DRAFT INITIAL STUDY

Telahun, Bethelhem

From: Jourdan Alvarado <JAlvarado@valleywater.org>
Sent: Tuesday, January 11, 2022 12:15 PM
To: Telahun, Bethelhem
Cc: Colleen Haggerty
Subject: RE: Public Notice of Intent to Adopt a Negative Declaration for the 5260 Monterey Road Gas Station and Convenience Store Expansion Project (H19-043/ ER20-008)

Dear Bethelhem Telahun:

The Santa Clara Valley Water District (Valley Water) has reviewed the Initial Study and Draft Mitigated Negative Declaration (IS/MND) for the proposed 5260 Monterey Road Gas Station and Convenience Store Expansion Project, received by Valley Water on December 17, 2021.

The proposed development is not located adjacent or within any Valley Water facilities or right-of-way; therefore, in accordance with Valley Water's Water Resources Protection Ordinance, a Valley Water encroachment permit is not required for this project.

Valley Water has the following comments regarding the project:

- ① The resource topics listed in **Section 4.7** on page 76 do not match the subsequent subsections. All subsections that are discussed should be listed, including Hydrology and Water Quality.
- ② While Coyote Creek is the closest creek, the site drains to Canoas Creek in the greater Guadalupe River Watershed. Therefore, **Section 4.7.5** on page 82, should refer to Canoas Creek as that is where the site drains.
- ③ **Section 4.7.5** on page 82 states that the project site is not located within a dam failure inundation area; however, a portion of the site is in the Anderson Dam failure inundation zone. The text should be revised accordingly.
- ④ There does not appear to be an impact discussion for **Part b of Section 4.7.5** on page 83. This should be answered appropriately.
- ⑤ **Part d of Section 4.7.5** on page 84 states that the project site is in an area that is unmapped by FEMA, which is incorrect. The site is located on FEMA FIRM No. 06085C0268H, effective May 18, 2009, and the document should be revised for accuracy.
- ⑥ **Section 4.7.6** on page 84 states that the "project site is bordered by Almaden Expressway and Redmond Avenue to the east and south", which is incorrect, and should be revised to Roeder Road and Monterey Road.
- ⑦ **Section 4.7.13** on page 92 states that existing water lines and sewer lines on Almaden Expressway and Redmond Avenue serve the project area, however, this does not appear to be accurate given the distance of these roadways from the project site and should be verified.
- ⑧ The discussion in **Part a of Section 4.7.13** on page 93 states that stormwater "runoff from the site would be collected via the existing storm drains" and conflicts with **Part c of Section 4.7.13** on page 93, which says a "new storm drain lateral would be constructed." It should be consistent throughout the document whether new or existing storm drain infrastructure will be utilized.
- ⑨ **Part c of Section 4.7.13** is about wastewater, but the discussion is about storm water, which is not the same as wastewater. Please revise the discussion in this section to address the topic of wastewater.

- 10) Valley Water records show that there are 31 properly destroyed wells and one abandoned well on the subject site (APN: 684-29-004). Please keep in mind it is always possible that a well exists that is not in Valley Water records. Abandoned or unused wells can provide a vertical conduit for contaminants to pollute groundwater. To avoid impacts to groundwater quality, any wells found on-site, including the abandoned well, that will not be used must be properly destroyed in accordance with Ordinance 90-1, which requires issuance of a well destruction permit or registered with Valley Water and protected during construction. Property owners or their representatives should call the Wells and Water Measurement Unit at (408) 630-2660 for more information regarding well permits and registration for the destruction of wells.

Thank you for the opportunity to review the IS/MND. If you have any questions, or need further information, you can reach me at (408) 596-4364, or by e-mail at JAlvarado@valleywater.org. Please reference Valley Water File No. 34611 on future correspondence regarding this project.

Sincerely,

JOURDAN ALVARADO, CFM

ASSISTANT ENGINEER II – CIVIL (TEMP)

Community Projects Review Unit

jalvarado@valleywater.org

Tel. (408) 596-4364 CPRU Hotline (408) 630-2650



SANTA CLARA VALLEY WATER DISTRICT

5750 Almaden Expressway, San Jose CA 95118

www.valleywater.org

Clean Water · Healthy Environment · Flood Protection



January 13, 2022

Department of Planning, Building, and Code Enforcement
200 E. Santa Clara Street,
San José, CA 95113

Attn: Bethelhem Telahun
By Email: bethelhem.telahun@sanjoseca.gov

Subject: Draft Mitigated Negative Declaration for the 5260 Monterey Road Gas Station and Convenience Store Expansion Project; File Nos H19-043 and ER20-008

Dear Bethelhem,

Thank you for the opportunity to provide comments for the 5260 Monterey Road Gas Station and Convenience Store Expansion Project. This project is along Monterey Road, a high-volume corridor with planned transportation improvements both from VTA and the City of San José and is adjacent to an existing VTA bus stop.

VTA Bus Stop Improvements

VTA has an existing bus stop along the project frontage on Monterey Road. This stop is serviced by VTA's Rapid 568 and Frequent 68 bus stop connecting Gilroy and Morgan Hill to Downtown San José. VTA has previously submitted comments and are pleased to see them incorporated in the Transportation Analysis Appendix J.

There are slight inconsistencies throughout the document relating to the bus stop relocation. The description on Page 73 and on the Site Plan in Appendix J states/shows that the bus shelter will be moved approximately 50 feet to the north of the existing bus shelter. VTA supports this new location. However, Page 6 of the document states the bus shelter will be moved south. Please confirm the proposed location of the bus shelter and its proximity to the driveway on Monterey Road.

1

VTA recommends:

- Placing a note on the construction plans to notify VTA at bus.stop@vta.org or 408-321-5800, three business days prior to working near a bus stop. Contact VTA at least two weeks before for any shelter removal or to obtain a VTA permit. This ensures the safety of transit passengers and bus operations.
- Replacing the existing 10'x99' concrete bus pad with a 10'x55' concrete bus pad at the new shelter location. This requires a VTA Construction Access Permit. Please contact permits@vta.org to obtain one.

VTA is supportive of the new bus shelter location at the northern edge of the project site. VTA recommends replacing the older shelter with the new standard. Specifications are attached with the

contact information of the manufacturer.

If the bus stop shelter moves and VTA does not receive an exception to being required to install a new PG&E meter at this location, then VTA requests a new solar powered shelter be installed in its place at the cost of the developer.

2

Coordination with Caltrain

The project site is approximately 175 feet from the Caltrain rail tracks. Currently, there are no safety features to protect pedestrians and vehicles crossing the rail tracks. The UC Berkeley TIMS (collision database) found that the Monterey Road/Chynoweth Avenue intersection had at least three incidents involving a pedestrian in the last couple of years (January 2018 through December 2020). Even though VTA does not have jurisdiction along the tracks or rail crossings, VTA strongly recommends coordinating with Caltrain to contribute to safety features, such as fencing or a boom barrier.

3

Monterey Corridor Community Based Transportation Plan

VTA, in partnership with the City of San José, have started a Community Based Transportation Plan (CBTP) along the Monterey Corridor. CBTPs bring local residents, community organizations, and transportation agencies together to improve mobility options for low-income communities. The CBTP will take approximately a year to complete. Findings from the CBTP will help local policymakers make decisions on the planning, funding, and implementation of transportation projects.

VTA would appreciate assistance in community outreach to identify unmet needs, gaps in service, and transportation solutions along Monterey Road. Community outreach is planned to begin April 2022.

4

Language That Needs to be Updated

VTA has identified a few sections that need to be updated or removed from the document, summarized below:

Page Number	Original Language	Updated Language/Notes
MND: Page 67	"Two bicycles can be carried on VTA light rail trains and most VTA buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on VTA buses at the discretion of the driver."	Update the language to say: "Three bicycles can be placed on exterior bike racks on all VTA buses. VTA light rail trains can accommodate six bikes: four bikes may be stored on racks and two allowed to stand in the articulated part of the light rail train."
MND: Page 67 Appendix J: Page 22 and 24	Please update the bus service routes with the new October 2021 network. The bus stop adjacent to the project site now includes the Rapid Route 568 bus route.	

4
(cont.)

Page Number	Original Language	Updated Language/Notes
MND: Page 68	"Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. VTA Paratransit is designed to serve the needs of individuals with disabilities within the City of San Jose and greater Santa Clara County."	Please clarify if this is referring to VTA ACCESS Paratransit. If it is, update the language with information from www.vta.org/go/paratransit .
MND: Page 68	"MTC and ABAG adopted the final Plan Bay Area in July 2013 which includes the region's Sustainable Communities Strategy and the most recently adopted Regional Transportation Plan (2040)."	MTC's Plan Bay Area 2050 is the most recently adopted Sustainable Communities Strategy and Regional Transportation Plan.

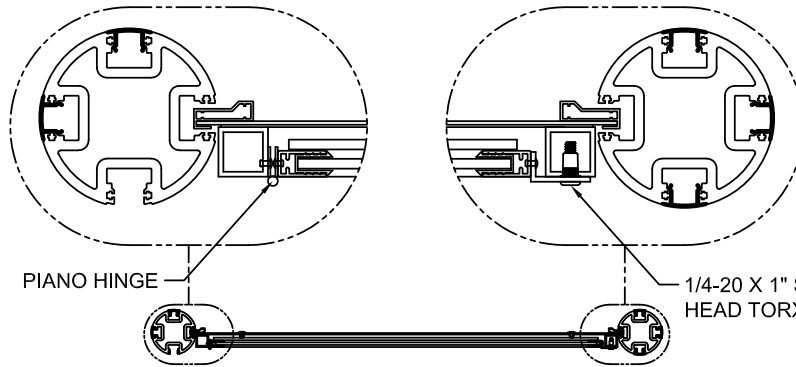
If you have any questions, please do not hesitate to contact me at larissa.sanderfer@vta.org.

Sincerely,

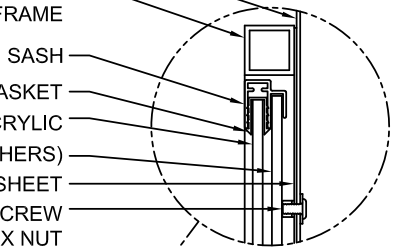
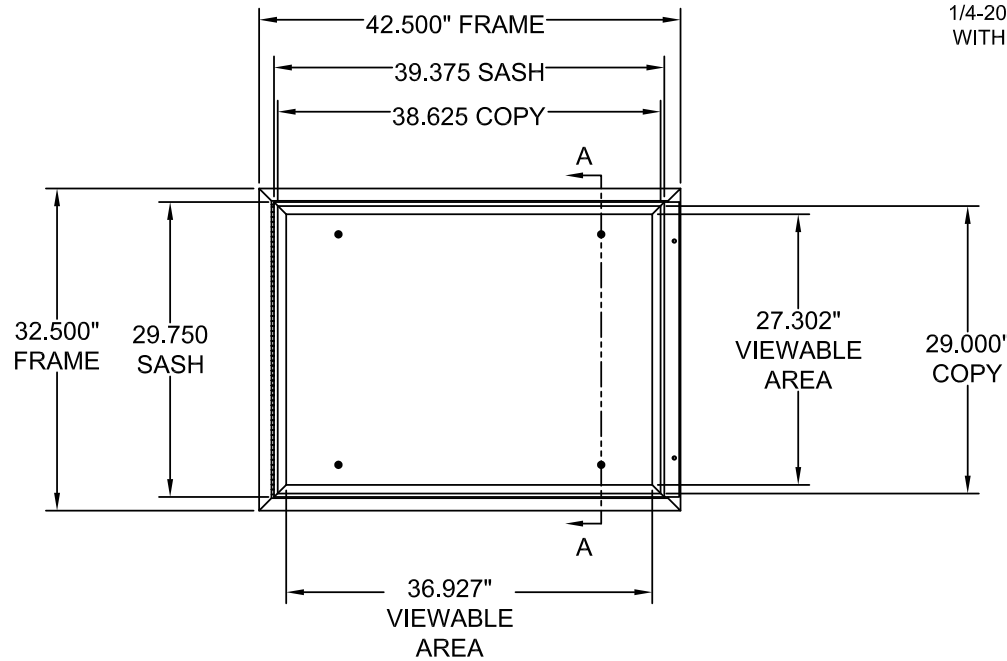
Larissa Sanderfer
Transportation Planning Aide

SJ1626

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



BRASCO INTERNATIONAL, INC.

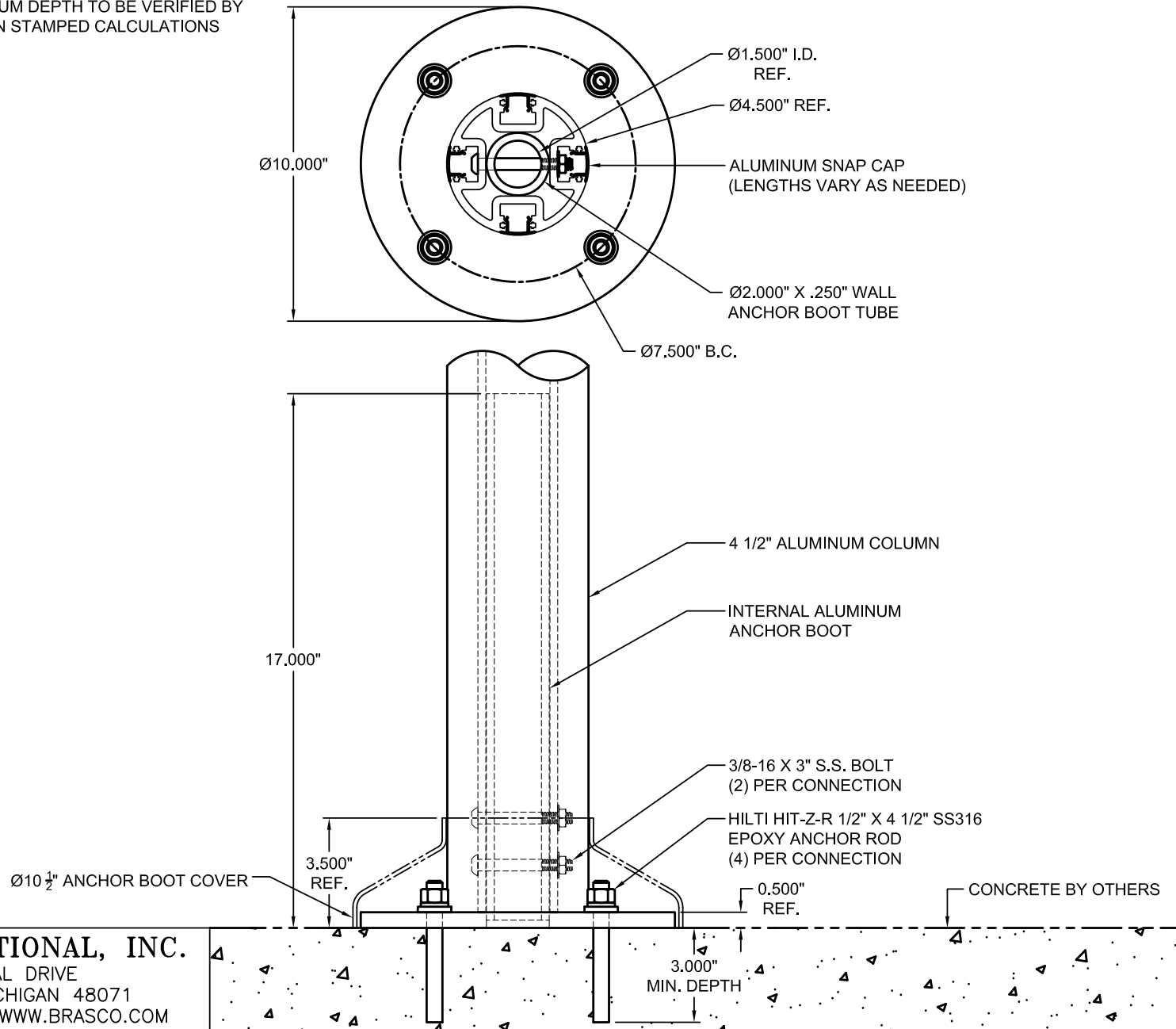
32400 INDUSTRIAL DRIVE
 MADISON HEIGHTS, MICHIGAN 48071
 1-800-893-3665 WWW.BRASCO.COM

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© SIGNED: _____ DATE: _____

CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	ENGINEER:	SJT
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

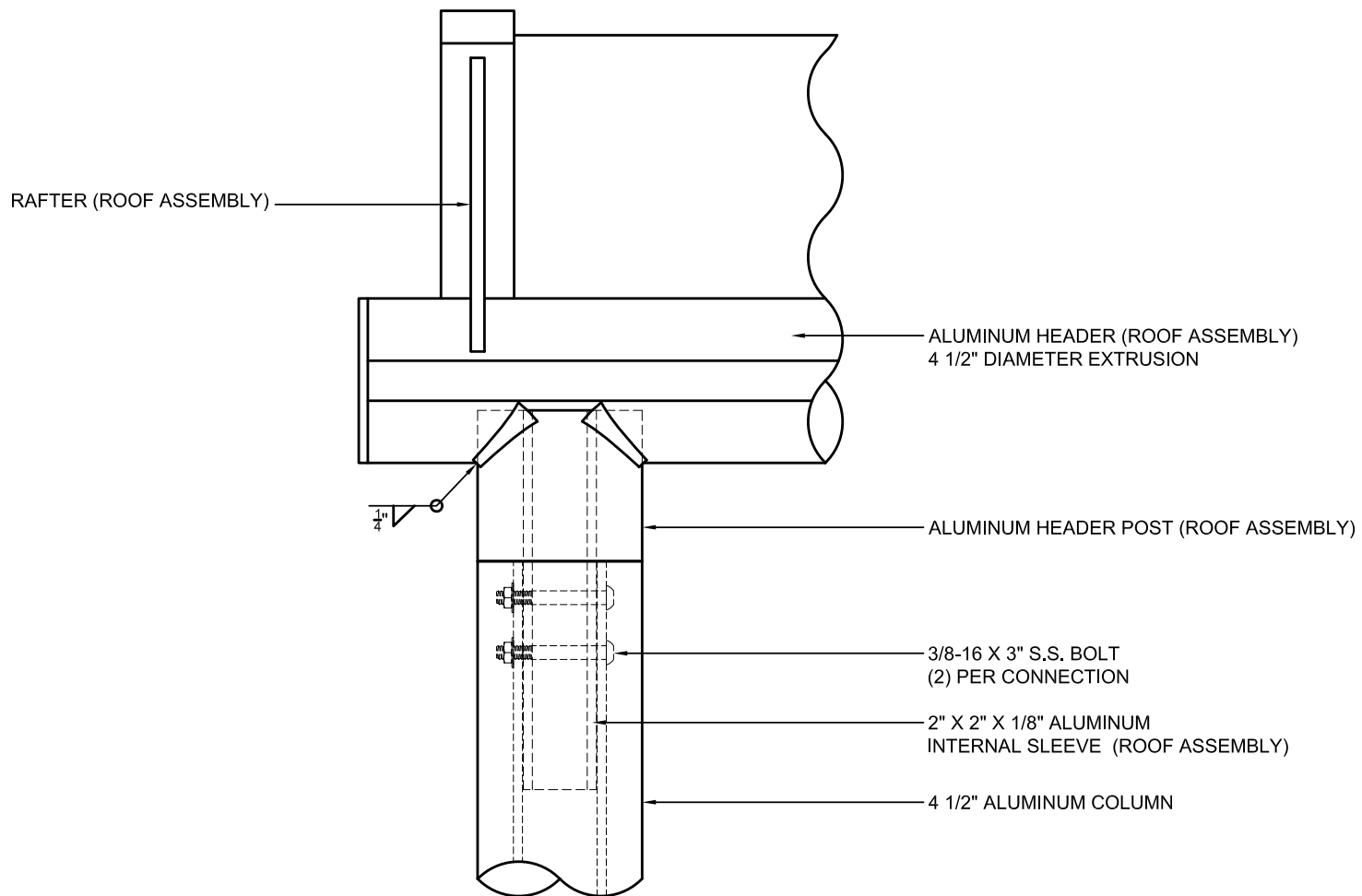


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SIGNED: _____ DATE: _____

CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	ENGINEER:	SJT
PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER	DATE:	3-7-18
MODEL:	SHELTER ANCHORING - DETAILS	CHECKER:	SJT
	JOB #	ECL-DET	DATE: 3-7-18
		SHEET #:	2/11



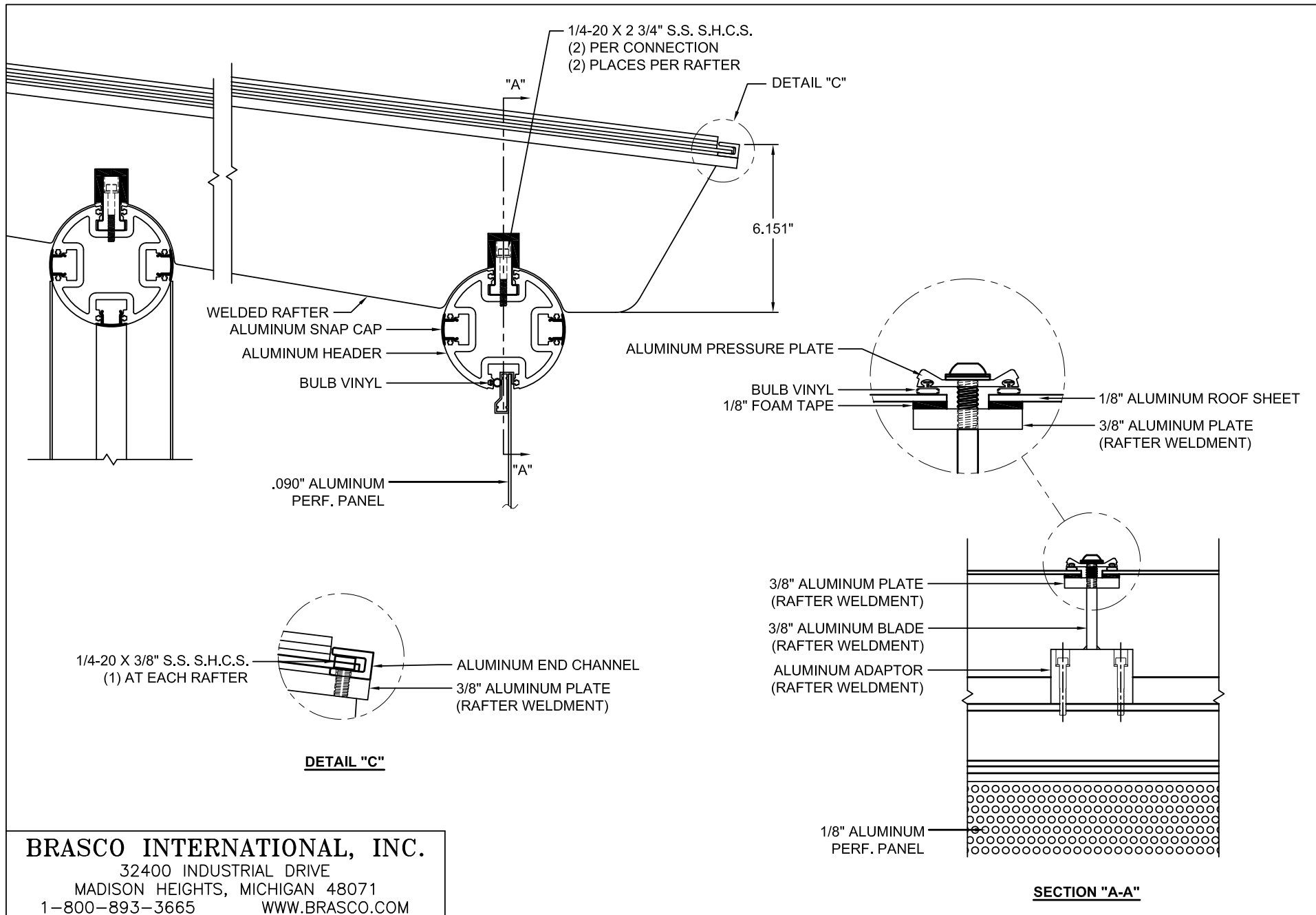
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SIGNED: _____ DATE: _____

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

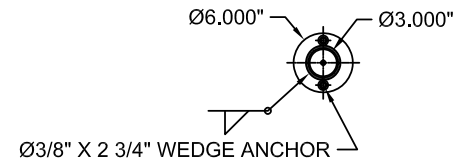
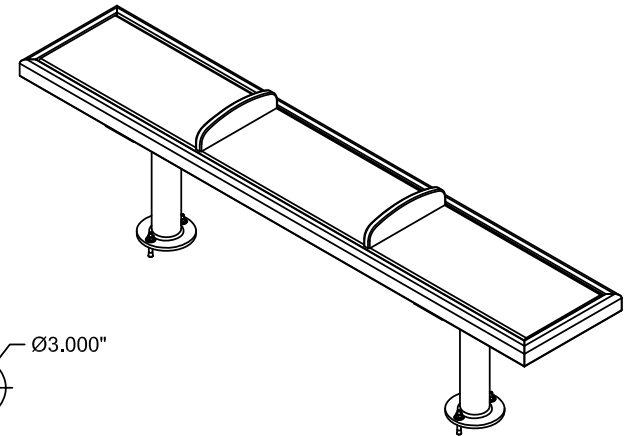
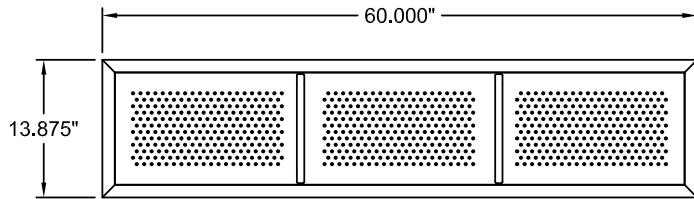


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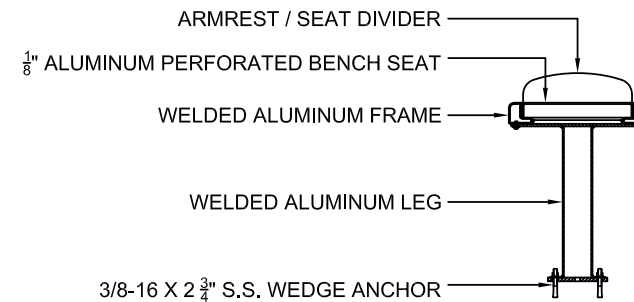
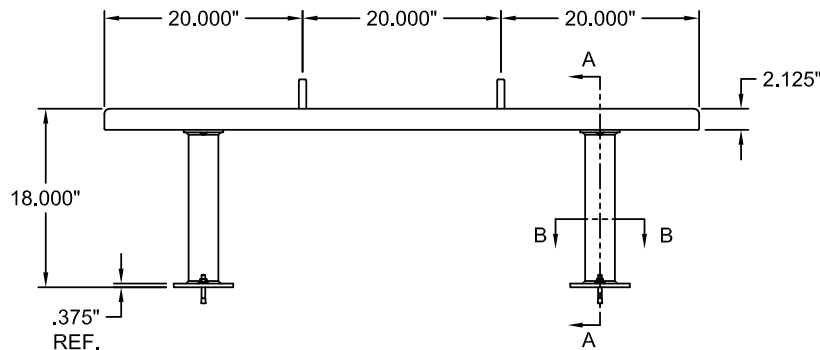
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SIGNED: _____ DATE: _____

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



SECTION B-B



SECTION A-A



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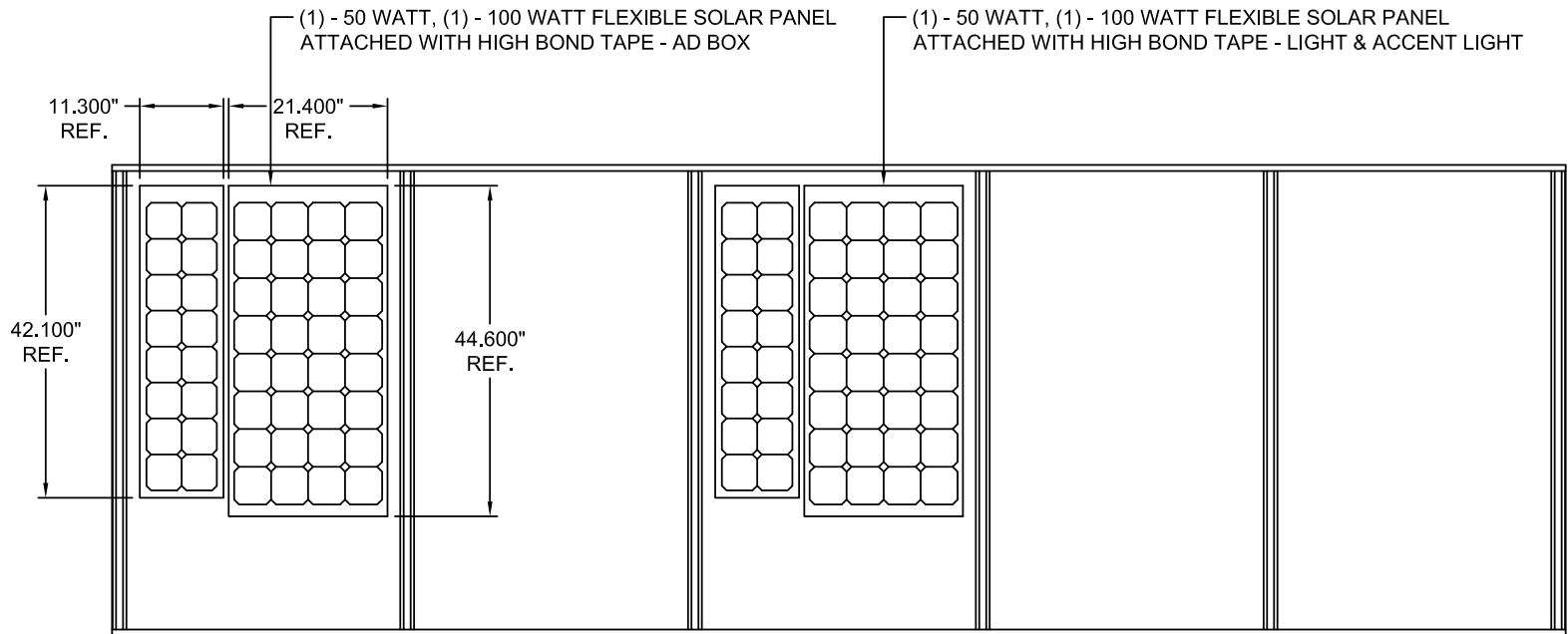
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SIGNED: _____ DATE: _____

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.



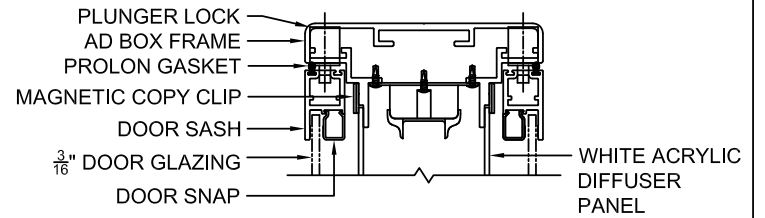
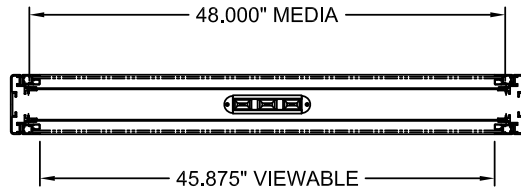
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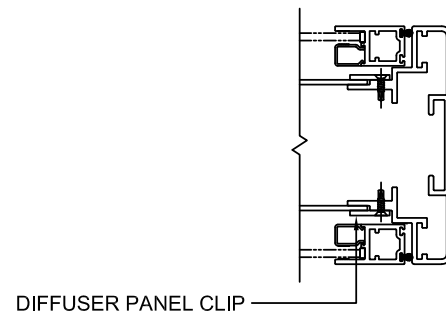
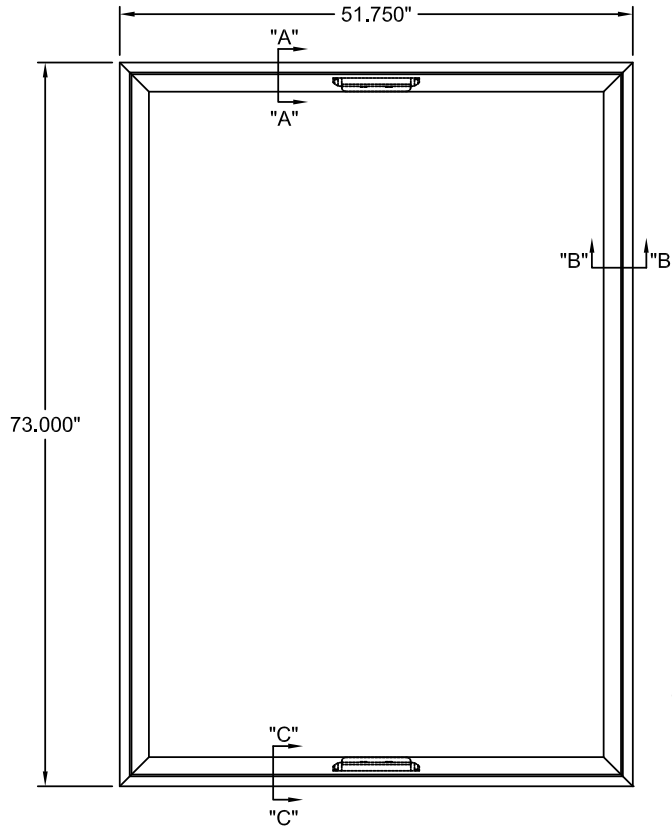
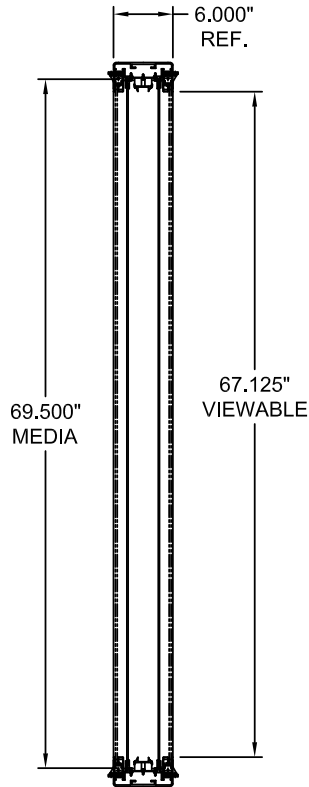
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SIGNED: _____ DATE: _____

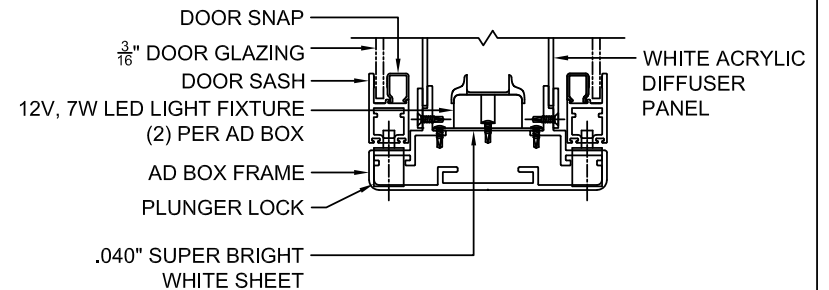
CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	ENGINEER:	SJT
PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER	DATE:	3-7-18
MODEL:	SOLAR PANEL LAYOUT - DETAILS	CHECKER:	SJT
	JOB #	DATE:	3-7-18
	STD.	SHEET #:	6/11



SECTION "A-A"



SECTION "B-B"



SECTION "C-C"



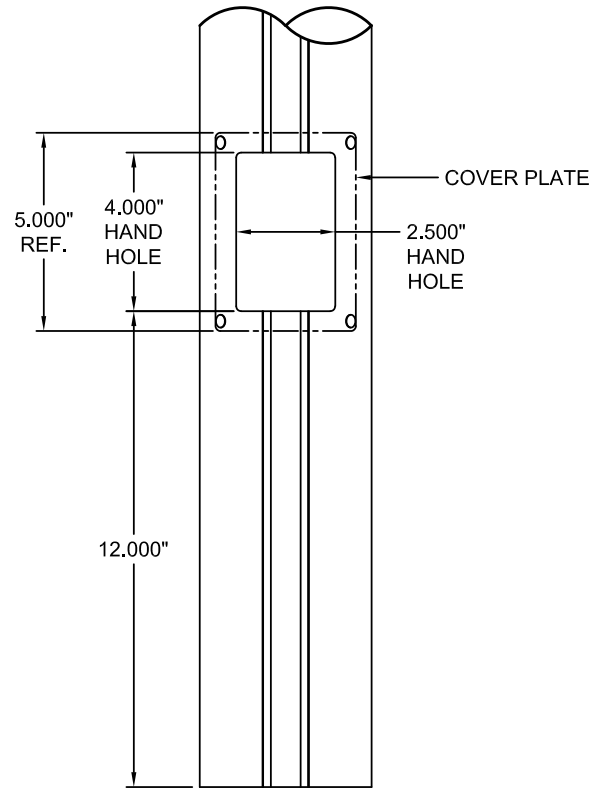
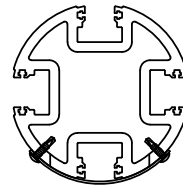
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© SIGNED: _____ DATE: _____

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

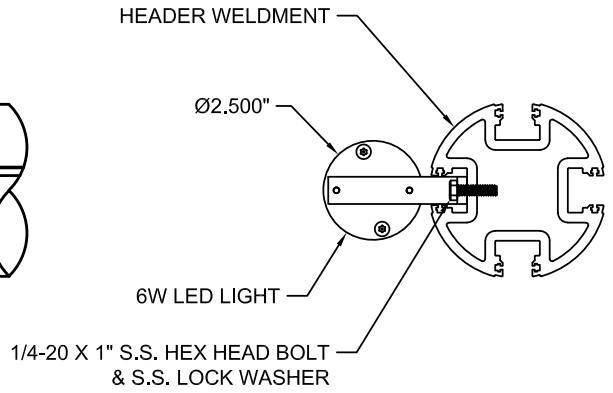
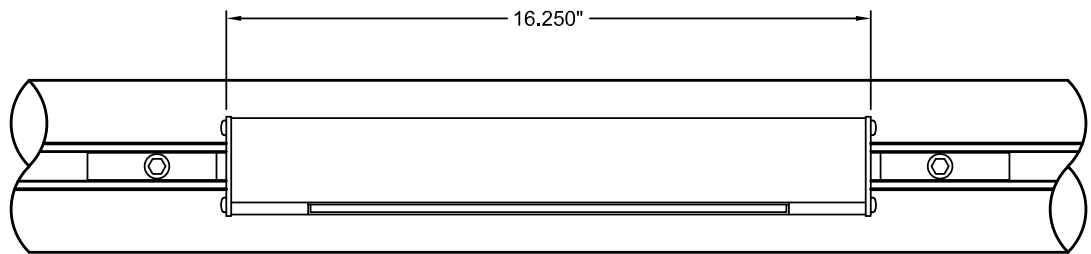


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SIGNED: _____ DATE: _____

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



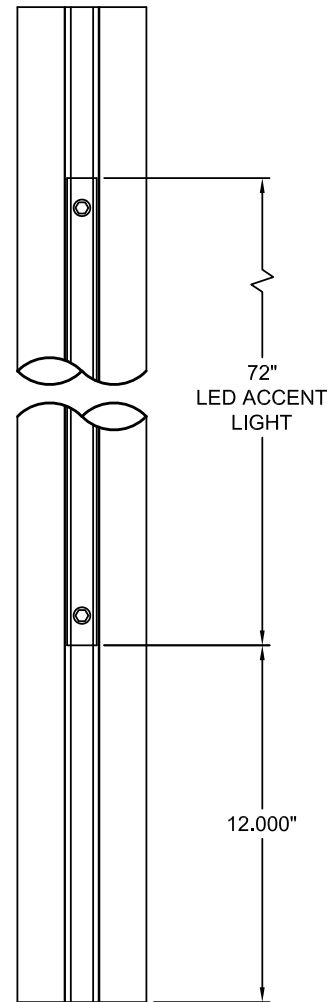
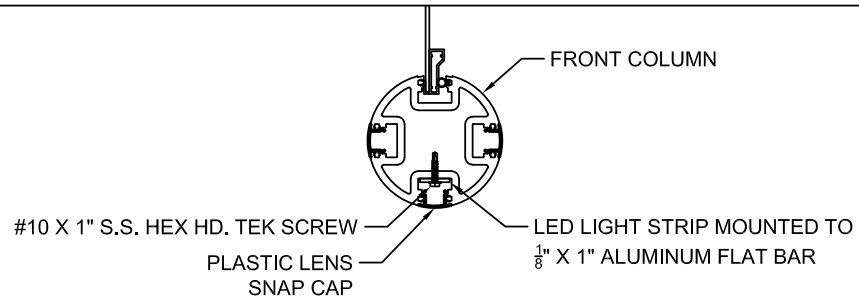
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SIGNED: _____ DATE: _____

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

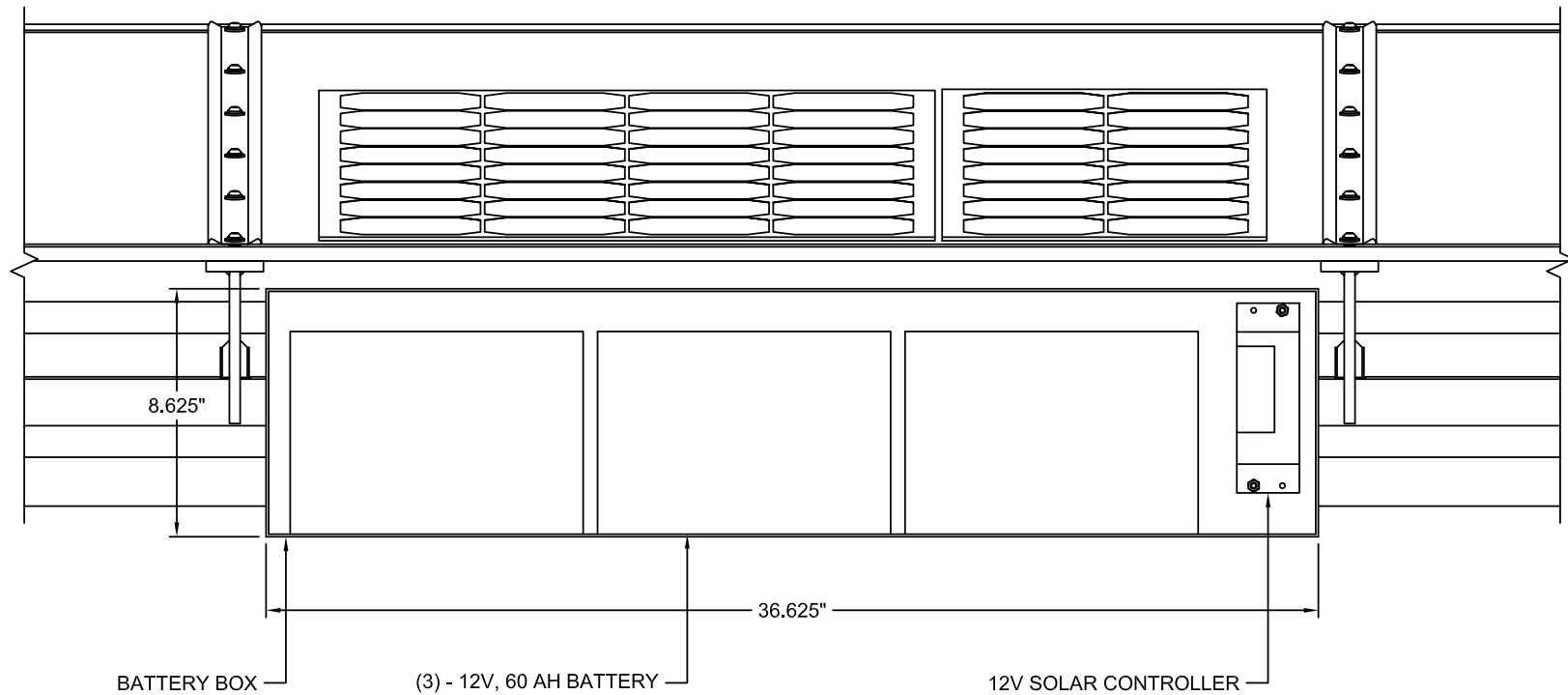


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SIGNED: _____ DATE: _____

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



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SIGNED: _____ DATE: _____

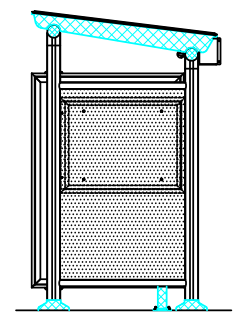
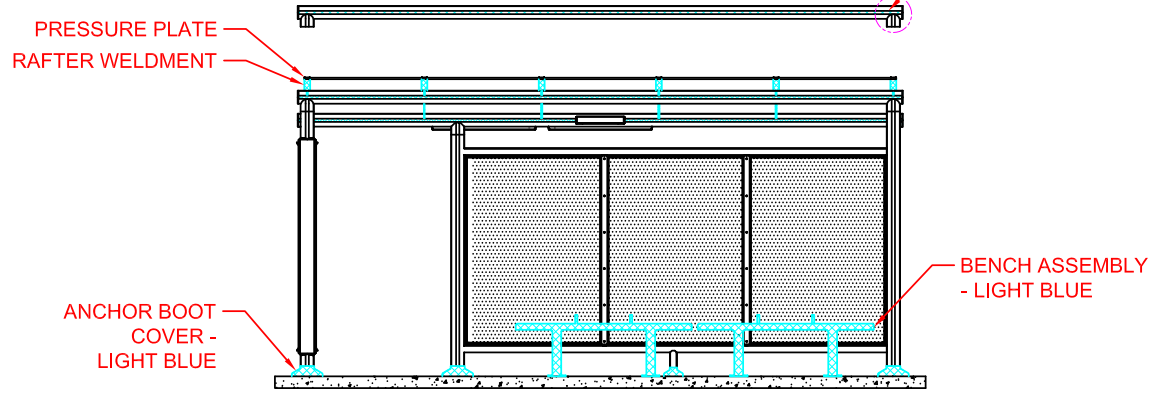
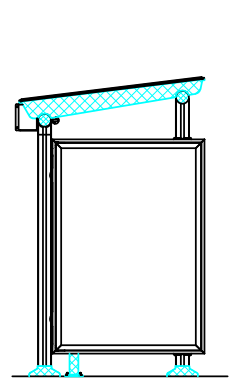
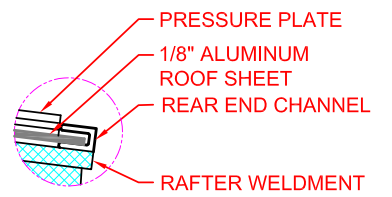
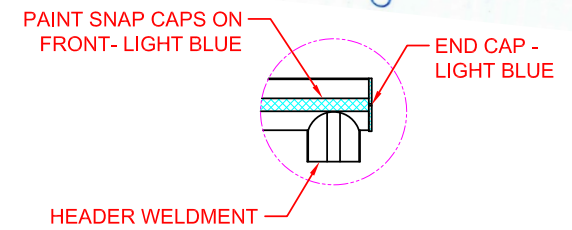
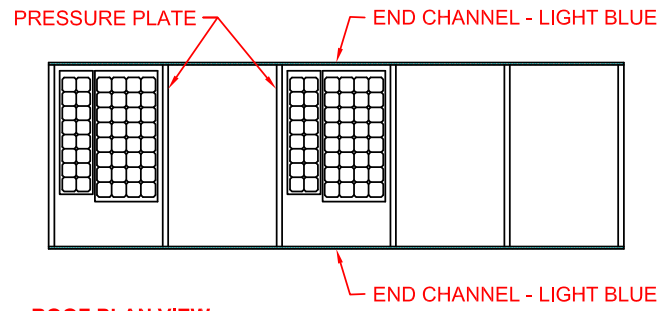
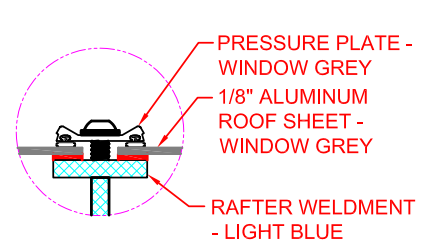
CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	ENGINEER:	SJT
PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER	DATE:	3-7-18
MODEL:	BATTERY BOX - DETAILS	CHECKER:	SJT
	JOB #	ECL-DET	DATE:
		SHEET #:	11/11

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: *[Signature]* Date: 4/17/18



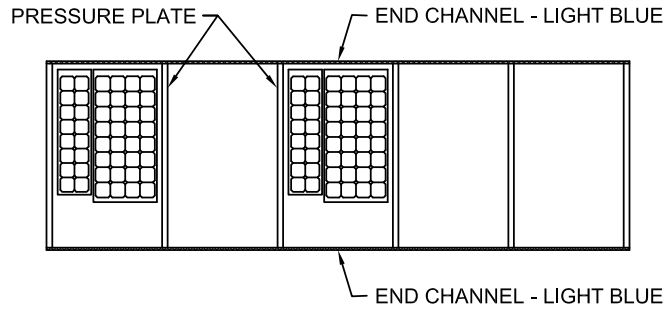
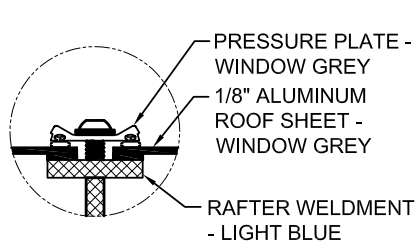
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 MADISON HEIGHTS, MICHIGAN 48071
 1-800-893-3665 WWW.BRASCO.COM

SPECIFICATIONS:
 -ALL ALUMINUM ITEMS SHOWN IN BLUE TO BE POWDER COATED - RAL 5012 LIGHT BLUE
 -ALL OTHER ALUMINUM ITEMS TO BE POWDER COATED - RAL 7040 WINDOW GREY

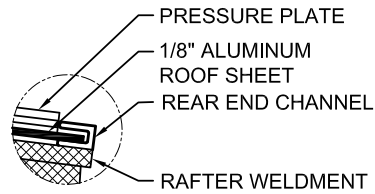
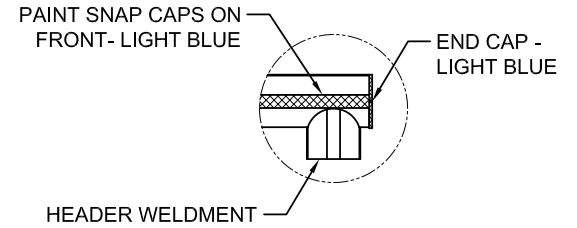
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CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	ENGINEER:	SJT
PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER	DATE:	4-18-18
MODEL:	PAINT OPTIONS	CHECKER:	SJT
JOB #	XXXX	DATE:	4-18-18
SIGNED:	DATE:	SHEET #:	1

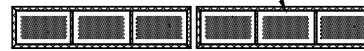




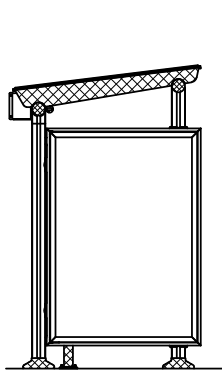
ROOF PLAN VIEW



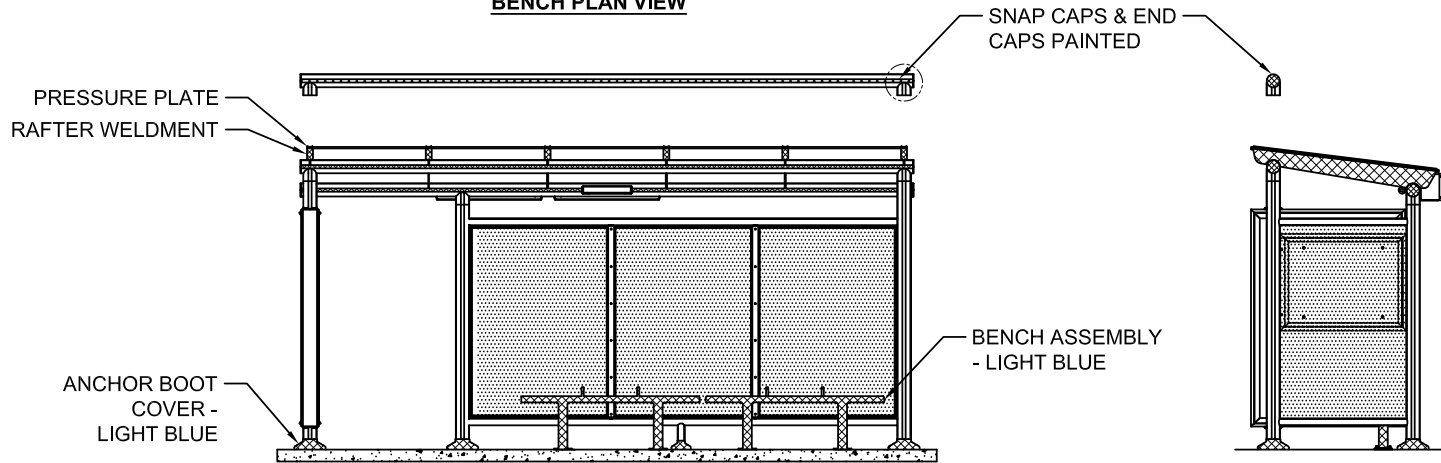
PERFORATED BENCH SLAT PAINTED
NOT SHOWN FOR CLARITY



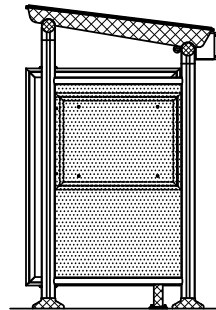
BENCH PLAN VIEW



SIDE ELEVATION



FRONT ELEVATION



SIDE ELEVATION



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SPECIFICATIONS:

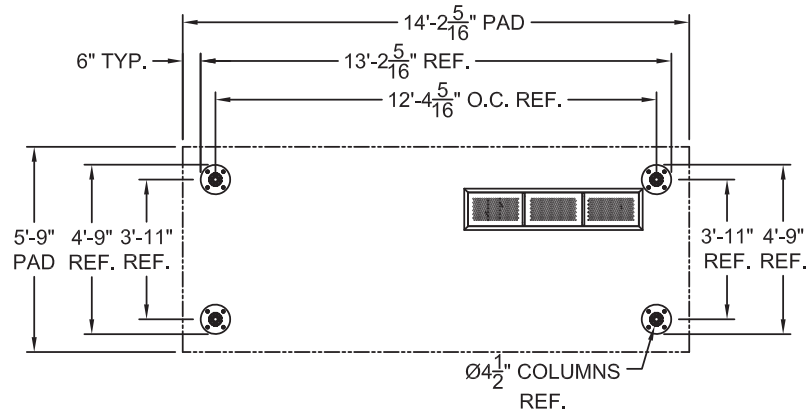
-ALL ALUMINUM ITEMS SHOWN IN BLUE TO BE POWDER COATED - RAL 5012 LIGHT BLUE
-ALL OTHER ALUMINUM ITEMS TO BE POWDER COATED - RAL 7040 WINDOW GREY

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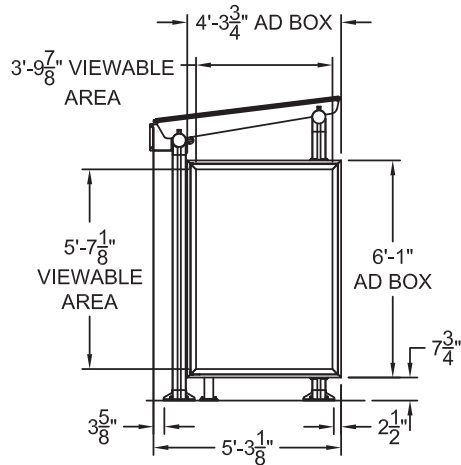
© SIGNED: _____ DATE: _____

CUSTOMER:	SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	ENGINEER:	SJT
PROJECT:	FLAT ROOF STYLE TRANSIT SHELTER	DATE:	4-18-18
MODEL:	PAINT OPTIONS	CHECKER:	SJT
	JOB # XXXX	DATE:	4-18-18
		SHEET #:	1

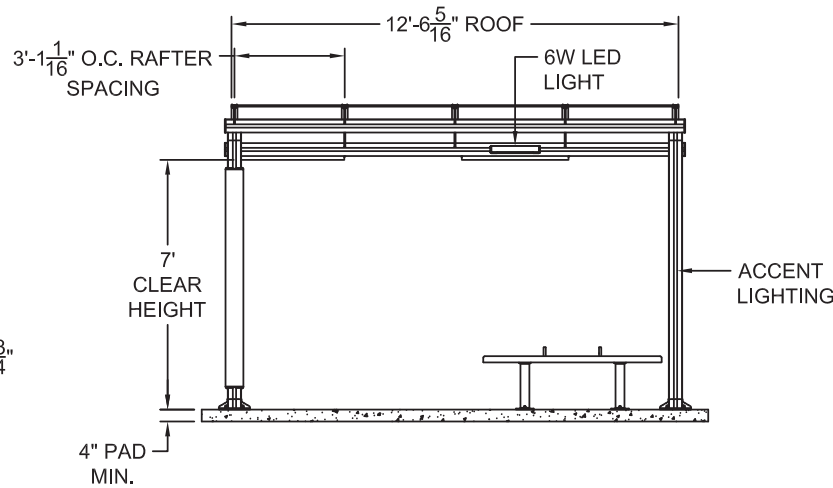
For purchasing a new shelter, the contact information for Brasco is on the specs. When placing the order for the Brasco shelter, request for VTA standard with logo plate and locks (not pictured on specs). Additionally, when the installation of the shelter is complete, VTA inspects the shelter installation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



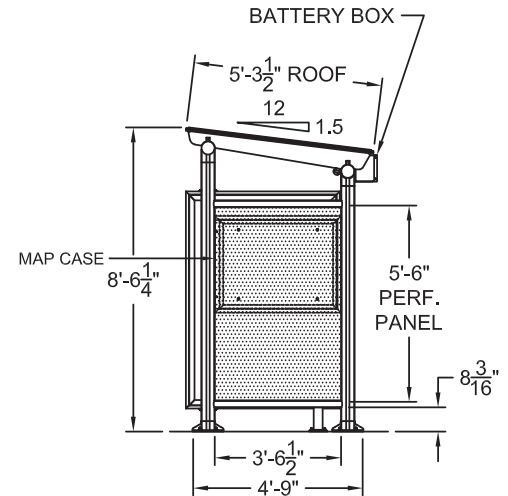
PLAN VIEW



SIDE ELEVATION



FRONT ELEVATION



SIDE ELEVATION

QUANTITY: (2) 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" - Ø4" 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)	CHECKER:	SJT
	JOB # 5262	DATE:	3-6-18
		SHEET #:	5/9



January 19, 2022

Bethelhem Telahun
City of San Jose
200 E Santa Clara St
San Jose, CA 95113

Re: Gas Station and Convenience Store Expansion
5260 Monterey Highway, San Jose, CA

Dear Bethelhem Telahun,

Thank you for providing PG&E the opportunity to review your proposed plans for Gas Station and Convenience Store Expansion dated December 17, 2021. Our review indicates your proposed improvements do not appear to directly interfere with existing PG&E facilities or impact our easement rights.

Please note this is our preliminary review and PG&E reserves the right for additional future review as needed. This letter shall not in any way alter, modify, or terminate any provision of any existing easement rights. If there are subsequent modifications made to your design, we ask that you resubmit the plans to the email address listed below.

If you require PG&E gas or electrical service in the future, please continue to work with PG&E's Service Planning department: <https://www.pge.com/cco/>.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding our response, please contact the PG&E Plan Review Team at (877) 259-8314 or pgeplanreview@pge.com.

Sincerely,

PG&E Plan Review Team
Land Management
