June 28, 2014

Rob Eastwood, Principal Planner
Santa Clara County
70 West Hedding Street, 7th floor
San Jose, California 95110

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Santa Clara County General Plan Circulation and Mobility Element Update

Dear Mr. Rob Eastwood:

Bay Area Air Quality Management District (Air District) staff reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Santa Clara County General Plan Circulation and Mobility Element Update (Project). We understand that the Project will identify objectives, policies and strategies for multimodal transportation networks, airports and utilities within Santa Clara County. It will also contain policies to support and implement improvements to the transportation network, including bicycle, pedestrian and transit systems.

Air District staff has the following specific comments on the environmental analysis that should be included in the DEIR:

1. The DEIR should provide a detailed analysis of the Project’s potential effects on local and regional air quality impacts. The Air District’s CEQA Air Quality Guidelines (May, 2012) provide guidance on how to evaluate a project’s construction, operational and cumulative air quality impacts. A copy may be downloaded from: http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES.aspx.

2. The DEIR should include a discussion on the Air District’s attainment status for all criteria pollutants and the implications for the region if these standards are not attained or maintained by statutory deadlines; a discussion of the health effects of air pollution; and a discussion of greenhouse gas (GHG) emissions and the potential impacts from climate change in the Bay Area.

3. The DEIR should provide a map that clearly identifies the Project’s boundary; existing and future planned sensitive receptors (e.g., residences, schools, day cares, hospitals, and nursing care facilities) and all stationary sources, highways, major roadways, and rail lines within 1,000 feet of the Project’s boundary.
4. The DEIR should estimate and evaluate the potential health risk to existing and future sensitive populations within the Project area from toxic air contaminants (TACs) as a result of Project construction and operation. Air District staff recommends that the DEIR evaluate potential impacts of TAC emissions with siting land uses attracting sensitive populations, such as residents, children, and seniors, near major transportation corridors and other sources of TACs.

5. The DEIR should identify and evaluate mitigation measures to reduce criteria pollutants, toxic air contaminants, and GHGs to lessen any potential air quality impacts. The Air District’s CEQA Air Quality Guidelines can assist in identifying and quantifying mitigation measures.


If any aspects of the Project require a discretionary permit from the Air District, then the Air District is a responsible agency for CEQA purposes. The Project must obtain the appropriate permits from the Air District and comply with all applicable Air District rules and regulations and permitting requirements. If the Project will require an Air District permit, then the analysis methodology used in the DEIR and all subsequent environmental documents for the proposed Project must be consistent with the Air District’s permitting requirements.

The DEIR should include all appendices or technical documents related to the air quality, toxic air contaminant, and GHG analyses, such as emission calculation and health risk assessment files. Without all the supporting air quality documentation, the Air District may be unable to review the air quality analysis in a timely manner.

The Air District’s website contains a number of tools and resources to assist lead agencies in analyzing environmental impacts, including: posted CEQA comment letters; guidance on quantifying plan level GHG emissions; and risk and hazard screening tools and guidance. View and download available tools here: http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx.

We encourage lead agencies to contact Air District staff with any questions, and request assistance during the environmental analysis process. If you have any questions regarding these comments, please contact Jackie Winkel, Environmental Planner, 415-749-4933.

Sincerely,

[Signature]

Jean Roggenkamp
Deputy Air Pollution Control Officer

cc: BAAQMD Director Cindy Chavez
    BAAQMD Chair Ash Kalra
    BAAQMD Director Liz Kniss
    BAAQMD Director Jan Pepper
Memorandum

To: Keith Larkin, Chief
    Northern Region
    Department of Forestry and Fire Protection

Attention: Environmental Coordinator
            Santa Clara Unit

Date: June 3, 2014
R13

Telephone: (916) 653-4995

From: Department of Forestry and Fire Protection
      Chris Browder, Deputy Chief
      Environmental Protection

Subject: Environmental Document Review

Project Name: Santa Clara General Plan Circulation & Mobility Element Update
SCH #: 2014052102
Document Type: Notice of Preparation (NOP)

Potential Area(s) of Concern: Fire Protection?
Other:
MANDATED DUE DATE: 6/30/2014

The above referenced environmental document was submitted to State Headquarters, Environmental Protection for review under the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). The proposed project, located within your Unit/Program Area, may have an impact upon the Department's fire protection and/or natural resource protection and management responsibilities or require the Department's permits or approval. Your determination of the appropriate level of CAL FIRE involvement with this project is needed. Please review the attached document and address your comments, if any, to the lead agency prior to the due date. Your input at this time can be of great value in shaping the project. If your Unit's Environmental Coordinator is not available, please pass on to another staff member in order to meet the mandated deadline.

Please submit comments directly to the lead agency before the mandated due date with copy to the State Clearinghouse (P.O. Box 3044, Sacramento, CA 95812-3044).

☑ No Comment - explain briefly on the lines below.

[Signature]
[Name and Title of Reviewer: Jaime Nehoda, Division Chief]
[Phone: (916) 779-2121] [Email: jaine Nehoda@fire.ca.gov]

Note: Please complete this form and return it, with a copy of any comments, for CAL FIRE's records to: Ken Nehoda or Chris Browder, Deputy Chief, Environmental Protection, P.O. Box 944246, Sacramento CA 94244-2460.
June 26, 2014

Mr. David Rader
Santa Clara County
70 W. Hedding Street
7th Floor, East Wing
San Jose, CA 95110

Dear Mr. Rader:

Santa Clara General Plan Circulation and Mobility Element Update – Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. We have reviewed the NOP and have the following comments to offer.

Lead Agency
As the lead agency, the County of Santa Clara (County) is responsible for all project mitigation, including any needed improvements to State highways. The project’s fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document.

Vehicle Trip Reduction
Caltrans encourages you to locate any needed housing, jobs and neighborhood services near major mass transit centers, with connecting streets configured to facilitate walking and biking, as a means of promoting mass transit use and reducing regional vehicle miles traveled and traffic impacts on the State highways.

We also encourage you to develop Travel Demand Management (TDM) policies to promote usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees, among others.

In addition, please ensure secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures are analyzed. The analysis should describe any pedestrian and

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”
bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on State highways.

Please note that “Intersection improvements” is defined in the NOP as a project that includes the “addition and/or extension of turning lanes, signalization changes, and/or intersection reconfigurations to improve level of service or operations/safety.” However, an improvement for one mode could result in the degradation of facilities for another mode. Therefore, Caltrans recommends omitting the word “improvement” and replacing the term with a reference to what the project actually proposes to do. We also recommend you be more specific with descriptions such as, “Interchange modification,” “Reconstruct and modify,” and “Interchange reconfiguration.”

Encroachment Permit
Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See this website for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits.

Should you have any questions regarding this letter, please contact Brian Brandert of my staff at (510) 286-5505 or brian.brandert@dot.ca.gov.

Sincerely,

[Signature]

frr

ERIK ALM, AICP
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"
June 30, 2014

County of Santa Clara  
Department of Planning and Development  
Attention: David Rader  
70 W Hedding Street, East Wing, 7th Floor  
San Jose, CA 95110

Subject: Comments to NOP for the Santa Clara General Plan  
Circulation and Mobility Element Update

Dear Mr. Rader,

Thank you for the opportunity to provide comments regarding the County’s Expressway Study, Circulation and Mobility Element update, and associated Environmental Impact Report (EIR). The County’s expressways form critical links in the City’s transportation infrastructure and the County must plan to better meet existing and future regional transportation demands including transit, bicycle, and pedestrian modes. We appreciate the County’s efforts to solicit comments on the scope of this effort through its Policy Advisory Board and Technical Working Group, and appreciate your staff’s attendance at a recent City Council study session. In addition, we request your consideration of the following comments as the study gets underway.

Central Expressway & Rengstorff Avenue
The notice of preparation (NOP) discusses grade separation of the Caltran tracks and expressway intersection at this location. Palo Alto requests that the study expand the study limits to the north so as to include the existing San Antonio Road overpass and the San Antonio Avenue intersection. Palo Alto’s interests include improving Bicycle-Pedestrian circulation from San Antonio Avenue to the San Antonio Caltrain Station in Palo Alto as well as considerations of Caltrain grade-separation.

The study of this intersection should include a focused analysis of Bicycle-Pedestrian circulation to at least San Antonio Avenue as any grade separation considerations at Rengstorff Avenue may influence traffic patterns in South Palo Alto. The City also requests the opportunity to participate in discussions with between the County, Valley Transportation Authority, and Caltrain to determine if grade separation considerations modifying the grade of the Caltrain tracks in addition to that of Rengstorff Avenue and Central Expressway.
Page Mill Road & I-280 Interchange
Signalization improvements to the I-280 Off-Ramps should be considered immediately as near-term improvements to help improve the safety of the off-ramps as queuing currently extends beyond the off ramp limits onto I-280, increasing the potential for rear-end collisions on I-280. The City also requests that modifications of the Page Mill Road & I-280 Interchange preserve the free-flow access of the I-280 On-Ramps to preserve egress from Palo Alto and the Stanford Research Park. Modification of the two existing westbound right turn lanes could be analyzed, with a one-lane configuration up to the on-ramp itself in order to reduce weaving with bicyclists as part of this improvement.

Page Mill Road – I-280 to El Camino Real
The Palo Alto City Council on June 23rd approved a funding agreement between the City and the County of Santa Clara to help fund an analysis of potential operational and capacity improvements on Page Mill Road from I-280 to El Camino Real. The City will be working closely with County staff on this project but wishes to document its interest in immediate and near-term solutions to improve both safety and operations of Page Mill Road. Speeding on Page Mill Road is a growing concern for Palo Alto staff, residents, and patrons. The City requests that the Council consider the immediate installation of vehicle speed feedback signs on both approaches of Page Mill Road between I-280 and Deer Creek Road. The use of vehicle speed feedback signs provides dynamic information to motorists regarding their vehicle speed to encourage speed reductions that in turn improve safety considerations for bicyclists on Page Mill Road. In the near-term the City requests the installation of pedestrian facilities between I-280 and Deer Creek Road along both sides of Page Mill Road to offer facilities for expressway users. Immediate improvements between Old Page Mill Road and Junipero Serra Boulevard should also be considered by the County as Old Page Mill Road offers a safer alternative to both bicyclists and pedestrians traveling along the north side of Page Mill Road.

Oregon Expressway & US101/Embarcadero/Oregon Interchange
Palo Alto is glad to see an analysis of this section of the expressway system. The City requests that the analysis of this segment also include a discussion of operations of the Oregon Expressway Bicycle-Pedestrian Overpass. The overpass is an integral part of the Highway 101 interchange network through this area. The analysis should include a focused discussion regarding the condition and operation of the overpass as it relates to the existing conditions and proposed improvements to the interchange.

Palo Alto Bicycle Boulevard Program
The City has 23 active bicycle boulevard program projects, including projects that cross the Oregon Expressway-Page Mill Road, Foothill Expressway, and Central Expressway corridors. Projects that the County should be aware of the following:

- Bryant Street Bicycle Boulevard Update (Crossing Oregon Expressway)
- Ross Road Bicycle Boulevard (Crossing Oregon Expressway)
- Greer Road Bicycle Boulevard (Crossing Oregon Expressway)
- Charleston-Arastradero Corridor Project (Terminating at Foothill Expressway)
- Stanford-Palo Alto Trail Program (Terminating at Junipero Serra Blvd & Page Mill Rd)
- San Antonio Avenue Bicycle Route (Terminating at Alma Street-Central Expressway)
The City can make available existing resident input regarding these projects to provide additional community perspectives regarding interaction with the expressway network.

**Palo Alto Safe Routes to School**
The City has “Walk and Roll” maps available for each of the City’s public schools available online at [www.cityofpaloalto.org/saferoutes](http://www.cityofpaloalto.org/saferoutes). The County should be aware of suggested routes to school activities to understand how students currently interact with the expressway network. For example, the Foothill Expressway & Arastradero Road intersection is a critical link for students traveling from the Town of Los Altos Hills to Gunn High School. Grade separation is already being considered at this location, but the County should also evaluate near-term improvements. Palo Alto’s transportation staff can be reached for input regarding Safe Routes to School Program activities at (650) 329-2442.

**Potential Environmental Impacts of the Project**
The NOP discusses traditional environmental factors that will be studied as part of the project such as Aesthetics, Air Quality, Land Use, Transportation, etc. Palo Alto requests that the study also include an analysis of Vehicle Miles Traveled (VMTs) and Greenhouse Gas Emissions as factors in the evaluation and ranking of alternatives being studied. The use of tools that measure the stress of bicyclists-pedestrians on the existing expressways with and without future improvements should also be introduced.

For Land Use, the City requests that the County outreach to Palo Alto’s planning staff discuss County land use assumptions in Palo Alto. The City is currently undertaking an update to its Comprehensive (General) Plan, and planning staff can provide the County with information about the alternatives being considered. We understand that the County wishes to rely on Transportation-Land Use assumptions from the Valley Transportation Authority (VTA), but a focused discussion regarding assumptions should take place prior to in-depth analysis using the VTA’s model.

**Non-Resident Community Outreach and Input**
In Palo Alto, many of the users of the Oregon Expressway–Page Mill Road Corridor travel from outside of Santa Clara County, including residents in San Mateo and San Francisco Counties. Palo Alto requests that the County quantify these volumes and make an effort to engage and solicit input from those Counties. Through this input, we would be interested in learning more about the origins and destinations of these drivers and methods that could be used to shift peak period trips to other modes.

Thank you for the opportunity to provide these comments. If you have any questions, please feel free to contact Jaime Rodriguez, the City’s Chief Transportation Official, at (650) 329-2442.

Sincerely,

[Signature]

JAMES KEENE
City Manager
Greetings, David,

In reading over the plan, I see nothing that addresses the increase in noise that these extra lanes of Expressway, specifically in Los Altos, would cause. I live on Granger Ave., and have been dealing with the ever-increasing nose and air pollution caused by the expressway. I would like to see this effect added to the scope of the EIR, and I am guessing, that all of my neighbors would like and expect to see that too.

Thank you,
Sincerely,
Lewis Isbell
I do not see any mention in this document regarding the widening of Montague Expressway over the Guadalupe River.

Is that work already covered under another plan/EIR?

Thank You

Kevin Kelleher
June 25, 2014

County of Santa Clara
Department of Planning and Development
Attention: David Rader, Planner III
70 West Hedding Street, East Wing, 7th Floor
San Jose, CA  95110

RE: Notice of Preparation for the Santa Clara County General Plan Circulation and Mobility Element Update Program Environmental Impact Report – Expressway Plan 2040 - Public Comments from the Town of Los Altos Hills Community Development Department

Mr. Rader:

Thank you for the opportunity to provide public comments on the Notice of Preparation for the Santa Clara County General Plan Circulation and Mobility Element Update Program Environmental Impact Report. The Town of Los Altos Hills’ comments are focused on the possible future modifications to the County expressway systems and the draft Expressway Plan 2040, which is currently being prepared by the County. In particular, the Town has concerns with the proposed improvements at the I-280/Page Mill Expressway interchange which include the possible signalization of the southbound and northbound I-280 offramp/Page Mill/Arastradero intersection which is a four-way stop controlled intersection that experiences significant level of service delays during the morning commute period. In addition, the Town is concerned with the increased use of busses and shuttles at the expanded/redesigned Park & Ride Lot on the southwest corner of Arastradero and Page Mill Roads.

The Town of Los Altos Hills is requesting that the following be included in the analysis of potential environmental impacts associated with the proposed I-280/Page Mill Expressway improvements:

Aesthetics – The impact of the additional lighting and signage associated with the signalization of the intersection in a very low density residential/rural environment.
Air Quality – The impact of increased emissions that would result from short-term impacts (construction related emissions) and the potential long term impacts of increased traffic and congestion that would result from the increased capacity of the intersection and potential future development east of I-280 and at Stanford University.

Energy – Increased energy use from short-term impacts (construction related) and potential long term impacts of increased traffic and congestion that would result from the increased capacity of the intersection.

Greenhouse Gas Emissions - The impact of increased emissions that would result from short-term impacts (construction related emissions) and the potential long term impacts of increased traffic and congestion that would result from the increased capacity of the intersection and potential future development east of I-280 and at Stanford University.

Land Use – Discuss the impacts of the signalization of the I-280/Page Mill intersection and widening of Page Mill Expressway and its potential to allow for increased potential future development east of I-280 and at Stanford University.

Noise – The impacts of increased noise on surrounding residential uses from additional traffic and the higher speeds that would result from vehicles that no longer need to perform a complete stop at the intersection.

Population and Housing – Discuss the potential for increased population and housing that could result from the potential future development along Page Mill Expressway that would be facilitated by improvements to the I-280/Page Mill intersection and widening of Page Mill Expressway.

Transportation – Impacts from increased traffic and congestion that would result from the increased capacity of the intersection and potential future development east of I-280 and at Stanford University. In addition, the Draft EIR needs to address potential increases in level of service delays for vehicles approaching the intersection from the west on Page Mill Road, and from Arastradero Road. Furthermore, the Draft EIR should address the increased use of the Park & Ride Lot by busses and shuttles. Safety impacts associated with the proposed improvements should be evaluated to confirm that speeds do not increase on other nearby local road. Sufficient accident data should be reviewed and analyzed prior to designing improvements.

Alternatives – The scope of alternatives be discussed in the Draft EIR for the I-280/Page Mill Interchange project should include a no-build option, the addition of a second lane on the southbound I-280 off ramp, and a grade separated off-ramp solely for vehicles traveling from southbound I-280 to eastbound Page Mill Expressway

Please contacted me at (650) 947-2517 or by e-mail at dpedro@losaltoshills.ca.gov if you have any questions regarding any of these comments. Thank you.
Sincerely,

Debbie Pedro, AICP
Community Development Director

cc: Carl Cahill, City Manager
David and Rod-

Thank you for including the City of Mountain View in your noticing for this project.

Please keep the contact information you used for this notice the same for the City of Mountain View (our Community Development Department).

I would appreciate it if you could add me to the list to receive a separate notice for any correspondence or notices for this specific project.

Jacqueline Solomon, Assistant Public Works Director/City Engineer
City of Mountain View-Public Works Department
500 Castro Street
Mountain View, CA 94041
jacqueline.solomon@mountainview.gov

At this time, the City of Mountain View does not have any comments for the NOP. We will look forward to reviewing the Draft EIR.

Thank you-

Jacqueline
Jacqueline Andrews Solomon, PE
Assistant Public Works Director/City Engineer

City of Mountain View
500 Castro Street
Mountain View, CA 94041
(650)903-6311

Have a question or comment? Please visit ASK MOUNTAIN VIEW at www.mountainview.gov
Mr. Rader,

I believe the plan to change the intersection of Foothill @ El Monte/San Antonio is extremely flawed.

El Monte to San Antonio
Widen from 4 to 6 lanes by extending right turn lanes and intersection improvements at El Monte and San Antonio

First, the premise is that this will solve the problem - it won't, it's a temporary bandaid that will default to the same traffic problems within 5 years, and I'm guessing the projections would support that if you haven't simulated it.

In the meantime, it will dramatically change the landscape of the local community.

Drivers are already extremely aggressive at that intersection, both to pedestrians and bikers, and I believe adding the extra lane will amplify the problem.

This brings the second major issue, it does nothing to increase pedestrian and biker traffic which would reduce the number of cars on the road. This RIGHT next to the downtown area, one block from an elementary school and the major path from both sides of S El Monte to the Library and other parts of downtown.

Third, this is masking Caltrans problem, which is that San Antonio/Foothill/South El Monte is being used as a major thoroughfare between Interstates.

I would strongly recommend what has been done in other situations where there are pedestrian issues near one of the Expressways, and that is Squaring the corner of the intersection. It is counter-intuitive, but I believe it will solve the pedestrian and bike access issues of this intersection. As far as the traffic issue, I believe their needs to be action to prevent San Antonio/Foothill/S El Monte being used to connect the highways. I'm not a Civil Engineer or County planner, but I've seen towns like Palo Alto and Berkeley address unwanted traffic through neighborhoods, and I believe there are solutions to be had, rather than just jamming more cars through a highly residential area.

Thanks for your consideration.

--Ted Shab

Ted Shab <tedshab@gmail.com>
Notice of Preparation

May 30, 2014

To: Reviewing Agencies

Re: Santa Clara General Plan Circulation and Mobility Element Update
    SCH# 2014052102

Attached for your review and comment is the Notice of Preparation (NOP) for the Santa Clara General Plan Circulation and Mobility Element Update draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

    David Rader
    Santa Clara County
    70 W. Hedding Street
    7th Floor, East Wing
    San Jose, CA 95110

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

[Signature]

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency
**SCH#** 2014052102  
**Project Title** Santa Clara General Plan Circulation and Mobility Element Update  
**Lead Agency** Santa Clara County

**Type** NOP  Notice of Preparation  
**Description** The proposed project is an update to the County of Santa Clara's Circulation and Mobility Element, one of the State-mandated elements of the General Plan. The draft update is designed to be consistent with the requirements of the CA Complete Streets Act and the Governor's Office of Planning and Research Update to the General Plan Guidelines: Complete Streets and the Circulation Element. The County of Santa Clara is unique in that it is the only county to the State of CA that maintains and operates a regional expressway system within incorporated areas, in addition to roads in unincorporated areas. The Circulation and Mobility Element Update will identify possible future modifications to the County roads and expressway systems based upon transportation modeling and a consideration of complete streets in conformance with State law.

**Lead Agency Contact**  
**Name** David Rader  
**Agency** Santa Clara County  
**Phone** 408 299 5779  
**Fax**  
**Address** 70 W. Hedding Street  
7th Floor, East Wing  
**City** San Jose  
**State** CA  
**Zip** 95110

**Project Location**  
**County** Santa Clara  
**City**  
**Region**  
**Cross Streets**  
**Lat/Long**  
**Parcel No.**  
**Township**  
**Range**  
**Section**  
**Base**

**Proximity to:**  
**Highways**  
**Airports**  
**Railways**  
**Waterways**  
**Schools**  
**Land Use**  
Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Sismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Growth Inducing; Landuse; Cumulative Effects; Other Issues

**Reviewing Agencies**  
Resources Agency; Cal Fire; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Department of Fish and Wildlife, Region 3; Office of Emergency Services, California; Native American Heritage Commission; Public Utilities Commission; California Highway Patrol; Caltrans, District 4; Air Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2

**Date Received** 05/30/2014  
**Start of Review** 05/30/2014  
**End of Review** 06/30/2014
NOP Distribution List

County: SANTA CLARA

Native American Heritage Comm.  
Debbie Treadway
Public Utilities Commission  
Leo Wong
Santa Monica Bay Restoration  
Guangyu Wang
State Lands Commission  
Jennifer Delong
Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques

Cal EPA
Air Resources Board  
All Projects  
CEQA Coordinator
Transportation Projects  
Nesamani Kalabady
Industrial Projects  
Mike Tostilup
State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance
State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality
State Water Resources Control Board  
Phil Crader  
Division of Water Rights
Dept. of Toxic Substances Control  
CEQA Tracking Center
Department of Pesticide Regulation  
CEQA Coordinator

Business, Trans & Housing  
Caltrans - Division of Aeronautics  
Philip Criminis
Caltrans - Planning  
Terri Pencovic
California Highway Patrol  
Suzann Ikeuchi
Office of Special Projects
State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance
State Water Resources Control Board  
Phil Crader  
Division of Water Rights
Dept. of Toxic Substances Control  
CEQA Tracking Center
Department of Pesticide Regulation  
CEQA Coordinator

Independent Commissions Boards  
Delta Protection Commission  
Michael Machado
Cal EMA (Emergency Management Agency)  
Dennis Castroillo

Resources Agency  
Laurie Hamsberger
Fish & Wildlife Region 1E  
Jeff Drongesen
Fish & Wildlife Region 3  
Charles Amor
Fish & Wildlife Region 5  
Leslie Newton-Reed
Fish & Wildlife Region 6  
Gabrina Gatchel
Fish & Wildlife Region 6 IM  
Heidi Sickler
Inyo/Mono, Habitat Conservation Program
Dept. of Fish & Wildlife M  
George Isaac
Marine Region

Other Departments  
Food & Agriculture  
Sandra Schubert
Dept. of Food and Agriculture
Dept. of General Services  
Public School Construction
Dept. of General Services  
Anna Garbely
Environmental Services Section
Dept. of Public Health  
Jeffrey Worsh
Dept. of Health/Drinking Water
Delta Stewardship Council  
Kovan Samsam

Fish and Game  
Scott Flint  
Environmental Services Division
Fish & Wildlife Region 1  
Donald Koch

Conservancy

Last Updated 5/5/2014
Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

Project Title: Santa Clara General Plan Circulation and Mobility Element Update

Lead Agency: County of Santa Clara
Mailing Address: County Gov Cir, East Wing, 7th Floor, 70 W. Hedding St.
City: San Jose Zip: 95110-1705
County: Santa Clara

Project Location: County of Santa Clara City/Nearest Community: Not applicable
Cross Streets: Not applicable Zip Code:
Longitude/Latitude (degrees, minutes and seconds): W Total Acres:
Assessor’s Parcel No.:
Within 2 Miles:
Airport:
Waterways:
Railways:
Schools:

Document Type:

CEQA: X NOP ☐ Draft EIR ☐ Supplement/Subsequent EIR ☐ NEPA: ☐ NOI Other: ☐ Joint Document ☐ Final Document ☐ Other:
☐ Early Cons ☐ EA ☐ Draft EIR ☐ CONSIDERED
☐ Neg Dec (Prior SCH No.) ☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☐ Other:
☐ Mit Neg Dec Other:

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ 3/0/2014
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Use Permit
☐ General Plan Element ☐ Planned Unit Development ☐ Land-Use Permit (ANR, NAR, etc.) ☐ Annexation
☐ Community Plan ☐ Site Plan ☐ Redevelopment ☐ Coastal Permit ☐ Other:

Development Type:

☐ Residential: Units Acres ☐ Transportation: Type ☐ Vegetation
☐ Office: Sq. ft. Acres Employees Mining: Mineral
☐ Commercial: Sq. ft. Acres Employees Power: Type MW
☐ Industrial: Sq. ft. Acres Employees Waste Treatment: Type MGD
☐ Educational: ☐ Hazardous Waste: Type ☐ Other:
☐ Recreational: ☐ Other:
☐ Water Facilities: Type MGD

Project Issues Discussed in Document:

☐ Aesthetic/Visual ☐ Fiscal ☐ Recreation/Parks ☐ Vegetation
☐ Agricultural Land ☐ Flood Plain/Flooding ☐ Schools/Universities ☐ Water Quality
☐ Air Quality ☐ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
☐ Archaeological/Historical ☐ Geologic/Seismic ☐ Sewer Capacity ☐ Wetland/Riparian
☐ Biological Resources Minerals ☐ Soil Erosion/Compaction/Grading ☐ Growth Inducement
☐ Coastal Zone Noise ☐ Solid Waste ☐ Land Use
☐ Drainage/Absorption Population/Housing Balance Toxic/Hazardous
☐ Public Services/Facilities Traffic/Circulation ☐ Cumulative Effects
☐ Economic/Jobs ☐ Other:

Present Land Use/Zoning/General Plan Designation:

Not applicable

Project Description: (please use a separate page if necessary)
The proposed project is an update to the County of Santa Clara’s Circulation and Mobility Element, one of the State-mandated elements of the General Plan. The draft update is designed to be consistent with the requirements of the California Complete Streets Act and the Governor’s Office of Planning and Research Update to the General Plan Guidelines: Complete Streets and the Circulation Element. The County of Santa Clara is unique in that it is the only county in the State of California that maintains and operates a regional expressway system within incorporated areas, in addition to roads in unincorporated areas. The Circulation and Mobility Element Update will identify possible future modifications to the County roads and expressway systems based upon transportation modeling and a consideration of complete streets in conformance with State law.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010
Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X". If you have already sent your document to the agency please denote that with an "S".

- Air Resources Board
- Boating & Waterways, Department of
- California Emergency Management Agency
- California Highway Patrol
- Caltrans District #4
- Caltrans Division of Aeronautics
- Caltrans Planning
- Central Valley Flood Protection Board
- Coachella Valley Mtns. Conservancy
- Coastal Commission
- Colorado River Board
- Conservation, Department of
- Corrections, Department of
- Delta Protection Commission
- Education, Department of
- Energy Commission
- Fish & Game Region #
- Food & Agriculture, Department of
- Forestry and Fire Protection, Department of
- General Services, Department of
- Health Services, Department of
- Housing & Community Development
- Native American Heritage Commission

- Office of Historic Preservation
- Office of Public School Construction
- Parks & Recreation, Department of
- Pesticide Regulation, Department of
- Public Utilities Commission
- Regional WQCB #
- Resources Agency
- Resources Recycling and Recovery, Department of
- S.F. Bay Conservation & Development Comm.
- San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
- San Joaquin River Conservancy
- Santa Monica Mtns. Conservancy
- State Lands Commission
- SWRCB: Clean Water Grants
- SWRCB: Water Quality
- SWRCB: Water Rights
- Tahoe Regional Planning Agency
- Toxic Substances Control, Department of
- Water Resources, Department of

- Other: ______________________________________________________________________

- Other: ______________________________________________________________________

Local Public Review Period (to be filled in by lead agency)

Starting Date: May 30

Ending Date: June 29

Lead Agency (Complete if applicable):

Consulting Firm: _____________________________ Applicant: _____________________________
Address: _________________________________ Address: _________________________________
City/State/Zip: ___________________________ City/State/Zip: ____________________________
Contact: __________________________________ Phone: ________________________________
Phone: ____________________________________

Signature of Lead Agency Representative: ____________________________ Date: 5/29/14

June 27, 2014

County of Santa Clara
Planning Office
70 West Ileeding Street
San Jose, CA 95110

Attention: David Rader

Subject: County General Plan Circulation and Mobility Element

Dear Mr. Rader:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for the County Circulation and Mobility Element for County Expressways and Roads. We have the following comments.

Transportation Analysis
VTA recommends that the County take a multimodal approach to transportation analysis in the DEIR, including meaningful analyses of impacts and mitigation measures for pedestrian, bicycle, and transit modes in addition to automobiles. VTA also recommends the use of other multimodal performance indicators such as non-auto mode shares, transit boardings, and pedestrian and bicycle quality of service measures. VTA recommends that the County consider recently-adopted Senate Bill 743 in selecting performance measures for the DEIR Transportation Analysis, including consideration of the use of Vehicle-Miles-Traveled (VMT) or other broader performance measures. VTA recommends that the DEIR analyze the effects of the proposed capacity-enhancing roadway modifications on countywide Vehicle-Miles-Traveled and the demand for automobile travel.

Transportation Network and Land Use Assumptions
Please clearly state the County’s assumptions regarding the future transportation network and future land uses throughout the County in the horizon year in the DEIR. In particular, the DEIR should identify any areas where the transportation network assumptions (including freeways, expressways, arterials, and transit network) diverge from the Valley Transportation Plan (VTP) 2040 financially constrained project list. If the County is introducing changes from the VTP 2040 network, we believe it is important to understand the effects on the County’s transportation system as well as Congestion Management Program (CMP) facilities, of including and not including these projects. For land use assumptions, please clearly state how the General Plan buildout figures for population, households and jobs compare to ABAG’s Projections 2013 assumptions both in the County and in individual cities.
Consistency with VTA Travel Demand Model
VTA recommends that the County refer to the VTA CMP Local Transportation Model Consistency Guidelines prior to developing the Transportation analysis for this DEIR. This document, which includes the local model consistency guidelines and the local model evaluation and acceptance procedure, may be downloaded from http://www.vta.org/cmp/technical-guidelines. We recommend that the County coordinate with VTA modeling staff early in the EIR process to discuss the application of the local model and specific local assumptions. We are happy to assist with this coordination; please contact the head of our modeling group, Transportation Planning Manager George Naylor, at (408) 321-5763 for more information.

Congestion Impacts to Transit Service
The transportation analysis in the DEIR should address any potential impacts that increased motor vehicle traffic and congestion associated with the General Plan build-out may have on transit travel times. If increased transit delay is found in this analysis, the County should work with VTA to identify feasible transit priority measures and include contributions to any applicable projects as mitigation measures in the DEIR. Transit priority measures that improve transit speed and reliability may include queue jump lanes, transit priority signal timing, bulb-out transit stops, and/or dedicated transit lanes.

Secondary Effects of Roadway Modifications
Any proposed capacity-enhancing roadway modifications to address automobile LOS standards should not unreasonably degrade bicycle, pedestrian or transit access and circulation. Potential negative secondary effects of roadway modifications include, but are not limited to: increased crossing distances, longer signal cycles, removal of a buffer between pedestrians and automobiles, narrowing or removal of sidewalks or bike lanes, or otherwise adversely affecting pedestrians and bicycles. Please see the VTA TIA Guidelines Chapter 10, Mitigation Measures, for more information about potential secondary effects of roadway modifications on bicycles, pedestrians and transit users.

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

Sincerely,

Roy Molseed
Senior Environmental Planner

CO1401