

DRAFT INITIAL STUDY

SOUTH TERMINAL PHASE II PROJECT



Peninsula Corridor Joint Powers Board

April 2016

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PART I

ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** South Terminal Phase II
2. **Lead Agency Name and Address:** Peninsula Corridor Joint Powers Board
3. **Contact Person and Phone Number:** Hilda Lafebre, Manager, Capital Projects & Environmental Planning
(650) 622-7842
4. **Project Location** City of San Jose, Santa Clara County, California.
5. **Project Sponsor's Name and Address:** Peninsula Corridor Joint Powers Board
1250 San Carlos Ave., P.O. Box 3006
San Carlos, CA 94070-1306
6. **General Plan Land Use Designations:** City of San Jose: Transit Employment Center; Public/Quasi-Public; and Commercial Downtown
7. **Zoning:** City of San Jose: Heavy Industrial and Light Industrial

8. Description of Project:

The South Terminal Phase II Project (the proposed project) is located in the City of San Jose, Santa Clara County, California (**Figure 1**). The proposed project consists of the construction of a fourth track and new signal controls between the south end of Caltrain's Centralized Equipment Maintenance and Operation Facility (CEMOF) and the north end of San Jose Diridon Station, as well as construction of a small section of track to install a crossover north of CEMOF. The purpose of the proposed project is to maintain operational flexibility and minimize delays by allowing non-revenue trains (e.g. out of service trains) to move to and from CEMOF without conflicting with revenue service (e.g. trains carrying passengers).

There are currently three mainline tracks between Diridon Station and CEMOF (MT-1, MT-2 and MT-3). Caltrain generally operates northbound trains on MT-2 and southbound trains on MT-3 in the project area. ACE and Capitol Corridor operate southbound trains on MT-1 and northbound trains on MT-2. Amtrak Coast Starlight and UPRR freight trains operate bi-directionally on MT-1. The proposed fourth track would be approximately 2,000 feet in length from south of CEMOF to the north end of San Jose Diridon Station, just north of West Santa Clara Street. The new fourth track would be located on the east side of the three existing tracks. The project limits and key project elements are presented in **Figures 2, 3, and 4**. The proposed project also includes reconstruction of the existing track systems where they need to be realigned to accommodate the fourth track and associated signal control work. The design features of the project include a total of 11 cross-overs/ turnouts/ slip-switches. New overhead signal bridges would be constructed in six locations in conjunction with the track and signal upgrades.

Two railroad bridges are located within the project limits, West Julian Street at mile post (MP) 47.15 and West Santa Clara Street at MP 47.35. No modifications to the bridge structures would be required to accommodate the fourth track and no at-grade crossings would be affected by the project.

The proposed project area is in an urban environment and will be constructed primarily within an existing active railroad right-of-way (ROW). The land uses immediately adjacent to the railroad ROW include commercial, industrial, utilities (PG&E Services Center/Corporation Yard) and the San Jose SAP Center Arena.

Based on 15% conceptual design, the proposed project will require a minor ROW acquisitions totaling approximately 17,716 square feet, as detailed in **Table 1** and shown in Appendix A. These narrow strip acquisitions do not include removal or alteration of any buildings or structures. No residential or business displacements will be required. The preliminary estimates presented in Table 1 will be refined as the design of the project advances.

Table 1 Preliminary Right-of-Way Acquisition Estimates

Parcel Number	Owner	Description/Address	Square Feet
25927027	PG&E Corporation Yard	308 Stockton Ave.	2,799
25928041	City of San Jose	SAP Center parking lot	8,780
25928044	City of San Jose	SAP Center parking lot	4,124
25928002	Private	DLT Collision Services, 60 Stockton Ave.	2,013
25928003		Silicon Valley Judo, 120 Stockton Ave.	
Total			17,716

Approximately 84 parking spaces at the SAP Center are located within the ROW acquisition area. However, as shown in **Figure 5**, "Proposed Parking Layout", JPB proposes to restripe the parking lot so that the proposed project would result in no net loss of parking spaces. In the portion of the parking lot to be restriped, there are currently 1,063 parking spaces, all of which are either 16 feet long by 8.5 feet wide or 18 feet long by 8.5 feet wide. The restriped parking lot would contain 1,063 parking spaces, including 841 spaces that are 18 feet long and 8 feet wide and 222 spaces that are 16 feet long by 8 feet wide. As a result of the proposed restriping, there would be no net loss of parking spaces at the SAP Center. Coordination with the City of San Jose (the owner of the SAP Center property) regarding the proposed parking mitigation is ongoing.

Construction Staging

Construction of the proposed project is estimated to take approximately 24 months and is anticipated to begin in the fall of 2018.

The construction staging and work elements are summarized in **Table 2**. The preliminary construction staging has been developed to minimize impacts to existing operations. Additional

details associated with construction staging and equipment are provided in Appendix A. Partial lane closures may be required temporarily during the delivery of materials to the construction site. This will be accomplished with construction flagman to guide traffic around the delivery zone. No detours or other major disruptions to traffic flow are expected to be required. Staging will be accomplished from within the railroad ROW and potentially the western portion of the SAP Center parking lot and the parking lot immediately south of W. Santa Clara St. on the east side of the railroad tracks.

Table 2 Construction Staging and Work Elements

Stage No.	Description of Work Elements	Duration (months)
1	Installation of 4 new crossovers (Crossovers 1-1A,5-5A,11-11A,13-13A) on existing tracks close to the station 2645+00, installation of 1 new crossover (9-9A) at station 2614+00, and construction of new track MT1 between Julian St and Santa Clara St	12
2	Construction of new MT1 connections at Julian St and at San Jose Diridon Station (Turnouts 3,19)	2.5
3	Construction of new MT2 and connections at San Jose Diridon Station (Turnouts 3A,7 and Slip Switches 21,23)	2.5
4	Construction of new MT3 and connections at San Jose Diridon Station (Turnouts 15,7A,25,27,29)	2.5
5	Construction of new MT4 and connections at San Jose Diridon Station (Turnouts 15A,25A,31,35 and Slip Switch 33)	4.5

Purpose and Need

The Peninsula Corridor Joint Powers Board (JPB) has completed operational analyses that indicate the need for track improvements north and south of San Jose Diridon Station. The South Terminal program of improvements includes multiple phases, each of which has independent utility from the other and from the JPB’s plans to electrify the corridor. Phase I of the South Terminal improvement program was completed in 2012 and involved the addition of two new platforms and four new tracks at San Jose Diridon Station. South Terminal Phase III is being advanced in conjunction with the replacement of Los Gatos Creek bridge and will improve the reliability of the Diridon-Tamien Station segment, and allow greater flexibility at San Jose Diridon Station by enabling out-and-back movements of empty trains switching tracks without competing with revenue trains at Control Point (CP) Alameda (north of the station) or south of the station

The purpose of South Terminal Phase II (the proposed project) is to ensure that all passenger trains can efficiently maneuver between the tracks at San Jose Diridon Station and the main tracks north of the station, while following the required operating profile; and to provide capacity for Caltrain non-revenue equipment moves between CEMOF and San Jose Diridon Station without conflicting with revenue service. The additional track is needed for the operational flexibility of operations north of Diridon Station and will improve the ability of Caltrain service to respond to unanticipated events, such as delayed trains, weather, or mechanical issues where the Diridon area becomes an operational bottleneck.

The 2013 Caltrain South Terminal Area Capacity Study included projected increases in the number of trains per day through the project area. **Table 3** includes information on the planned increases in Caltrain, ACE, Capitol Corridor and UPRR through the South Terminal Area through 2023. Caltrain service is anticipated to increase from 92 to 114 trains per day with the Modernization Program. ACE and Capitol Corridor plan to increase their service substantially, and UPRR projects a modest increase in freight service. Total trains per day are expected to increase by nearly 50% by 2023. These increases of service are independent of the proposed project, which itself does not include any change in train service. However, they highlight that the operational need for the project will intensify over time as service and the potential for delays increases in the station area.

Table 3 Trains per Weekday through the San Jose Diridon Station Area¹

Service Provider	2012	2019	2023
Caltrain – SF to San Jose ¹	92	114	114
ACE ²	8	12	20
Capitol Corridor ²	14	22	26
Amtrak	2	2	2
Subtotal Passenger	116	150	162
UPRR ³	8	17	20
Total	124	167	182

1. Caltrain Modernization Program is now anticipated to be complete by 2020.

2. Schedules for anticipated ACE and Capitol Corridor service increases are in 2018 and 2022.

3. UPRR 2012 numbers are actual trains per day. UPRR assumes 4% growth per year.

The operations analysis included the identification of future operational “conflicts” in the San Jose Diridon Station Area. An operational conflict means there are more trains on the same section of track at the same time than can safely be permitted. For safety (e.g. to avoid collisions), trains are not allowed to operate on the same section of track at the same time. The implication of an unresolved operational conflict is that trains will be substantially delayed at a signal waiting for the train on the track ahead of them to clear or will have to be canceled entirely due to lack of capacity. The train delays and cancellations that will occur due to unresolved conflicts will adversely affect system ridership and the quality of transit service provided to users.

The operations analysis identified conflicts based on the following technical criteria:

- less than five minutes separation between two trains traveling in the same direction on one track;
- more trains at a station than there are tracks to accommodate them; or,

¹ Technical Analysis: South Terminal Area Capacity Study (Caltrain, October 2013)

- multiple trains needing to utilize the interlocking simultaneously in the Control Point (CP)² Shark to CP Alameda section of track (north of Diridon Station).

The operations analysis first attempted to eliminate conflicts through minor dispatch and schedule changes (five minutes or less). The remaining conflicts could not be eliminated through minor schedule changes and require capital improvements (e.g. the fourth track). By 2023, there would be 22 conflicts per day in the Diridon Station area without the fourth track related to non-revenue train moves to/from CEMOF. An additional three operational conflicts per day would occur for revenue service trains without the fourth track. In other words, a total of 25 times per day trains would be operating with less than five minute separation or on the same track at the same time, which is not possible under the signaling and train control systems in place to prevent collisions. For safety (e.g. to avoid collisions), trains will have to be significantly delayed or canceled entirely to avoid each conflict. These unresolved conflicts under normal operating conditions will result in chronic train delays and/or necessitate service reductions that will impact the communities JPB serves in that area and the quality of service provided to rail passengers.

The operational problems in the Diridon area under normal conditions are exacerbated if there is a delay or emergency elsewhere in the system. The fourth track proposed between Diridon station and CEMOF will also increase the flexibility of the system to respond to such unplanned events.

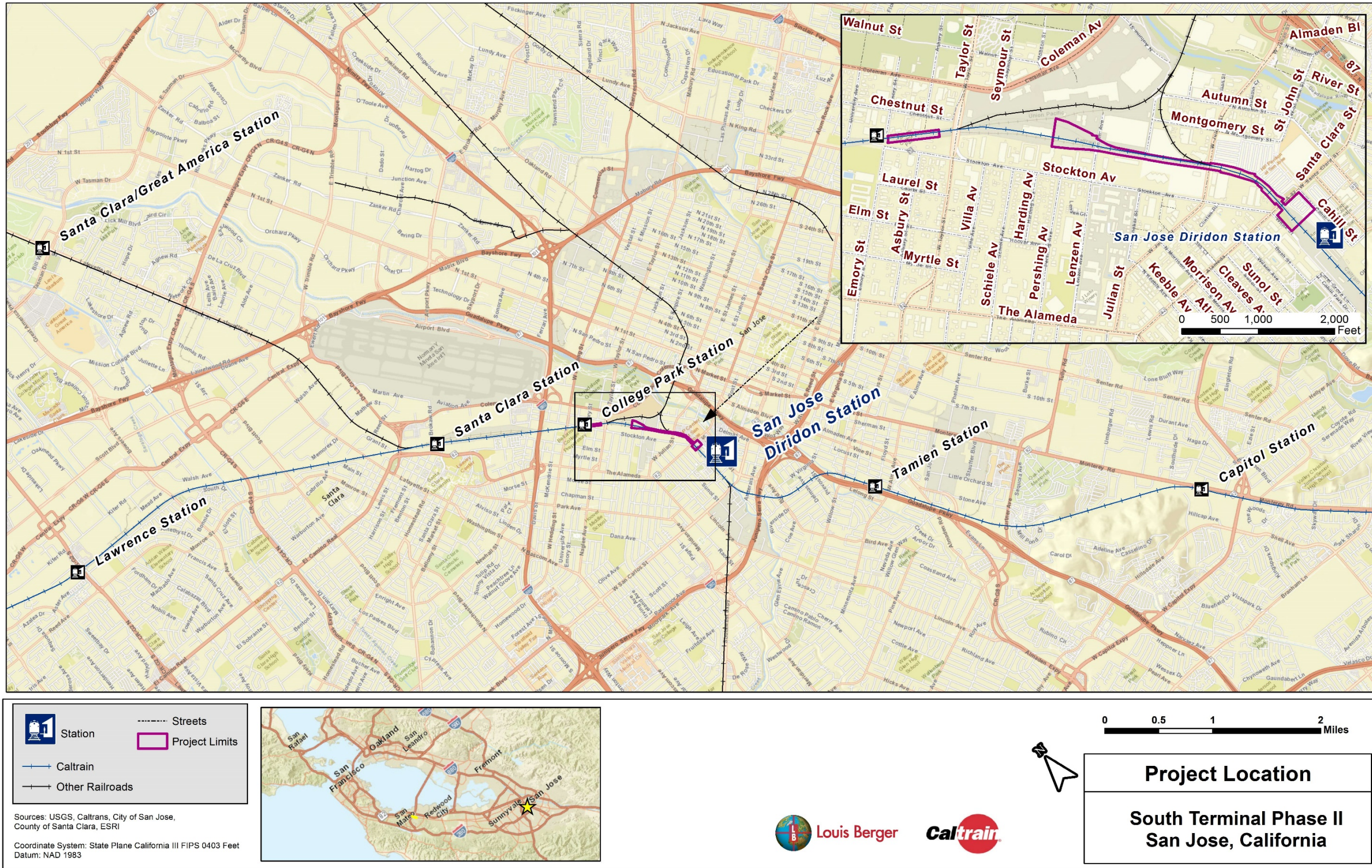
The proposed project is independent of the Peninsula Corridor Electrification Program, which is anticipated to be completed in 2020³.

² A control point is a location on the Caltrain Corridor with wayside signals that can be controlled by a Train Dispatcher, allowing trains to be held at that point as required. Almost all Control Points on the Caltrain Corridor are associated with interlockings, a collection of signals and track switches where trains can be routed from track to track as needed to maintain fluid railroad operations.

³ <http://www.caltrain.com/projectsplans/CaltrainModernization/Modernization.html>

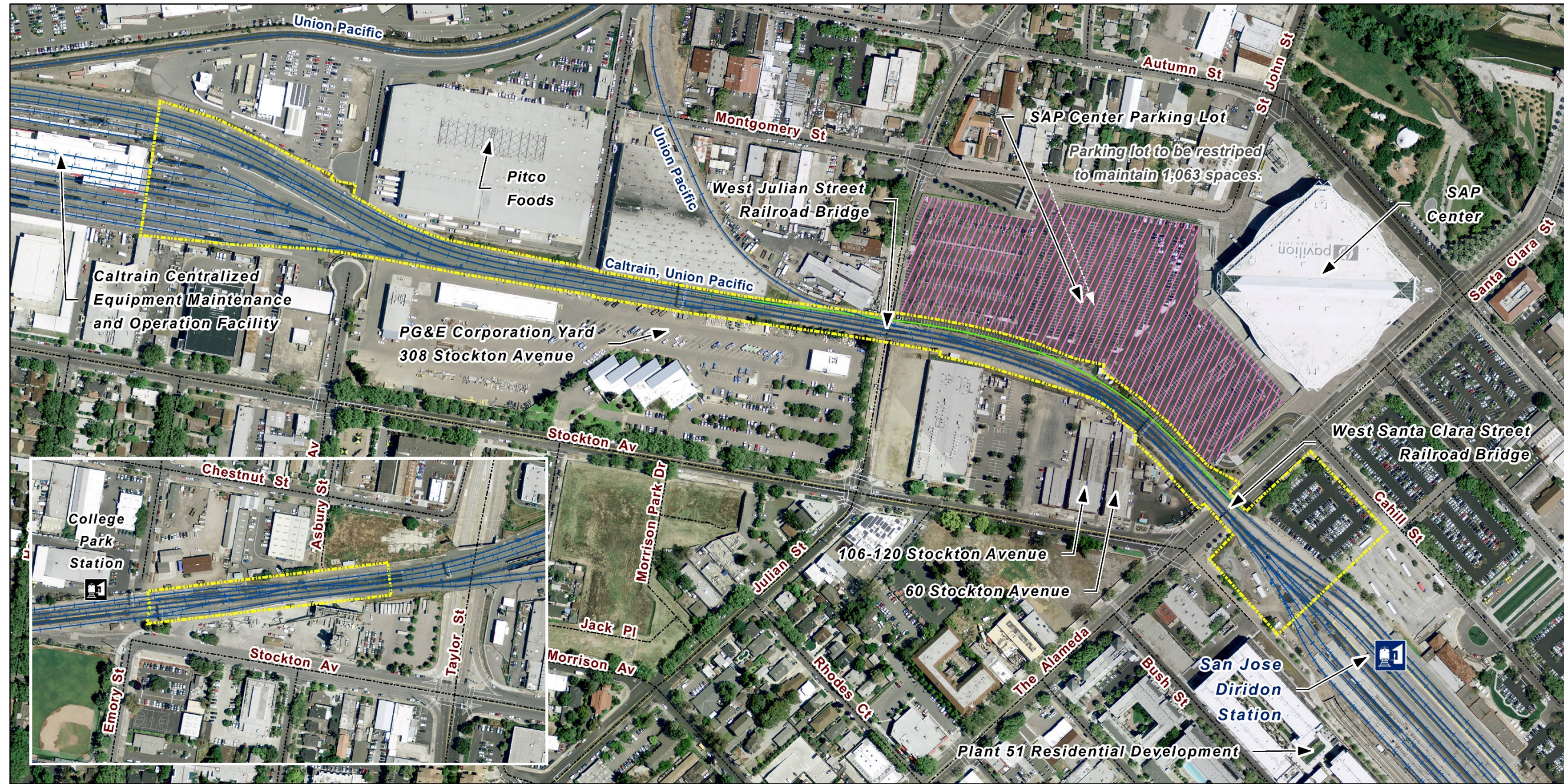
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Figure 1: Project Location



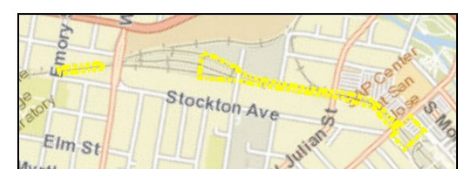
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Figure 2: Project Limits



	Station		Streets
	Existing Track		Project Limits
	New 4th Track		SAP Parking Lot

Sources: USGS, Caltrans, City of San Jose, County of Santa Clara, ESRI
 Coordinate System: State Plane California III FIPS 0403 Feet
 Datum: NAD 1983



0 250 500 1,000 Feet

Project Limits

South Terminal Phase II
San Jose, California

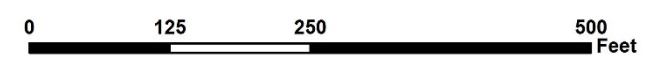
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Figure 3: Northern Project Limits



Existing Track	Streets
Existing Track Realigned	Project Limits
New 4th Track	

Sources: USGS, Caltrans, City of San Jose, County of Santa Clara, ESRI
 Coordinate System: State Plane California III FIPS 0403 Feet
 Datum: NAD 1983



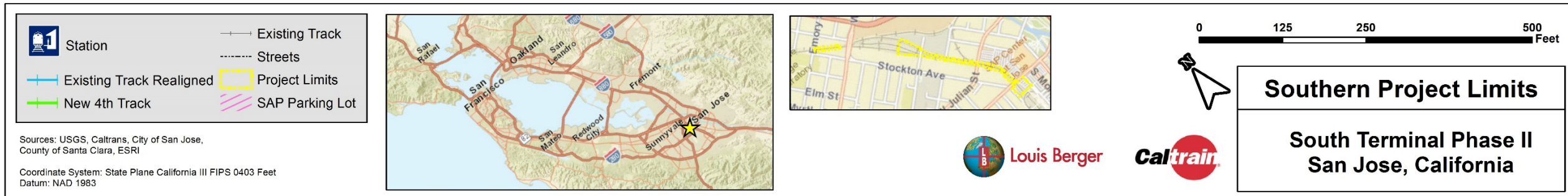
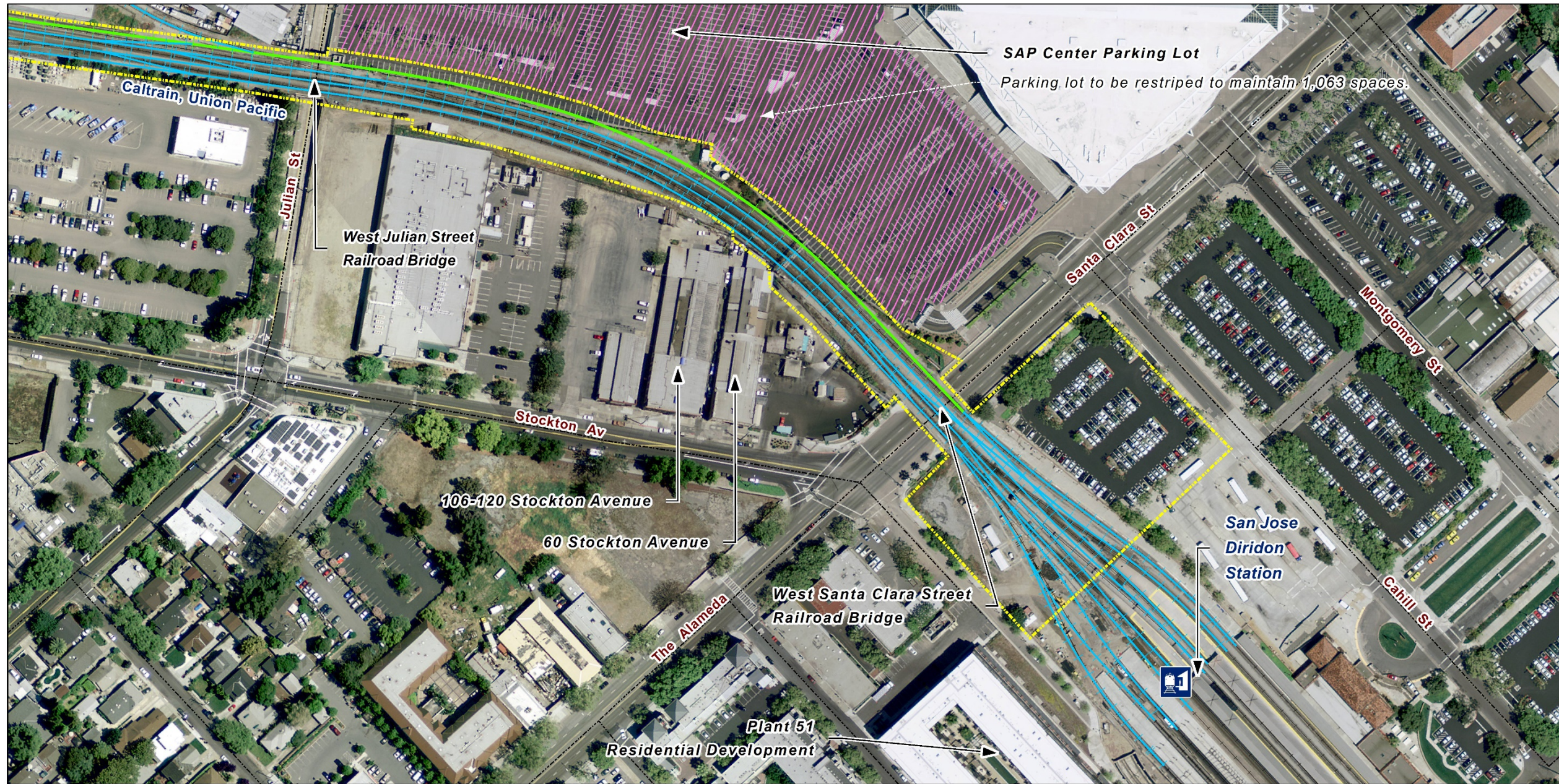
Northern Project Limits

South Terminal Phase II
San Jose, California



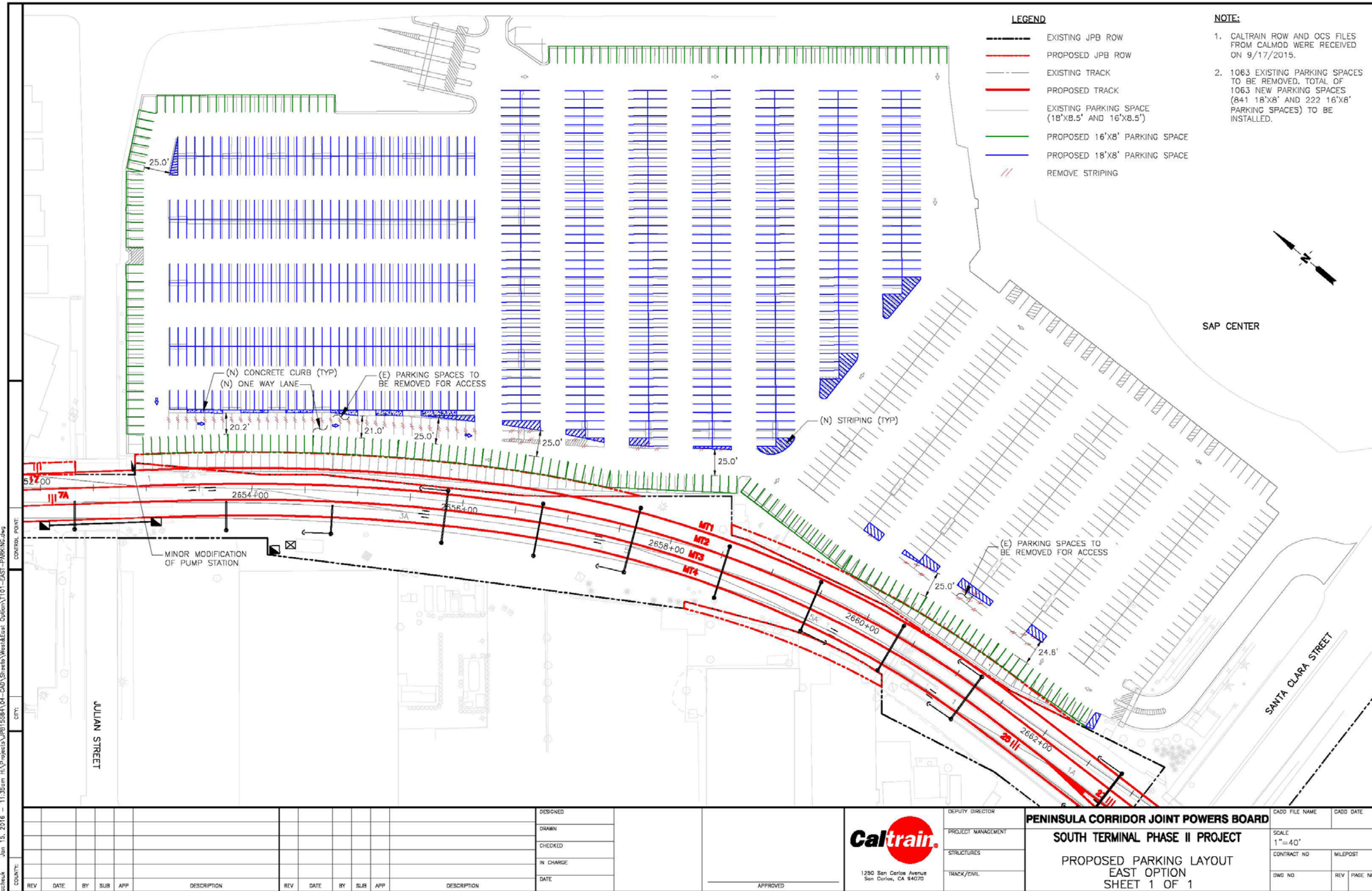
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Figure 4: Southern Project Limits



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Figure 5: Proposed Parking Layout



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 COUNTY: CONTROL POINT:

REV	DATE	BY	SUB	APP	DESCRIPTION	REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED	
DRAWN	
CHECKED	
IN CHARGE	
DATE	
APPROVED	

Caltrain

1250 San Carlos Avenue
San Carlos, CA 94070

DEPUTY DIRECTOR
PROJECT MANAGEMENT
STRUCTURES
TRACK/CIVIL

PENINSULA CORRIDOR JOINT POWERS BOARD

SOUTH TERMINAL PHASE II PROJECT

PROPOSED PARKING LAYOUT
EAST OPTION
SHEET 1 OF 1

CADD FILE NAME	CADD DATE
SCALE 1"=40'	MILEPOST
CONTRACT NO	REV PAGE NO
DWG NO	

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project (i.e., the project would result in at least one potentially significant impact to the resource). Please see the checklist on the following pages for additional information.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

Date

PART II EVALUATION OF ENVIRONMENTAL IMPACTS

This Draft Initial Study (IS) uses the environmental checklist form presented in Appendix G of the CEQA Guidelines. The following terminology is used to evaluate the level of significance of impacts that would result from the proposed project:

- A finding of *no impact* is made when the analysis concludes that the project would not affect the particular environmental issue.
- An impact is considered *less than significant* if the analysis concludes that there would be no substantial adverse change in the environment and that no mitigation is needed.
- An impact is considered *less than significant with mitigation* if the analysis concludes that there would be no substantial adverse change in the environment with the inclusion of the mitigation measure(s) described.
- An impact is considered *significant* or *potentially significant* if the analysis concludes that there could be a substantial adverse effect on the environment.
- *Mitigation* refers to specific measures or activities adopted to avoid an impact, reduce its severity, or compensate for it.

I. AESTHETICS:

Would the project:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project is located in an urban environment and the properties adjoining the project limits primarily consist of transportation, utility, commercial, and industrial uses (including the SAP Center and the PG&E Corporation Yard). **Figures 6 and 7** show typical views of the project area.

There are no residential areas directly adjoining the project limits, however several residential (single and multi-family) neighborhoods are present in the surrounding area. The immediate surrounding area does not include any scenic vistas.

The proposed project includes the construction of a fourth track and new signal controls between the south end of CEMOF and the north end of San Jose Diridon Station, as well as a small section of additional track to create a crossover north of CEMOF. Construction activity and staging would potentially take place within the existing right-of-way, SAP Center parking area and the surface parking south of West Santa Clara Street. The project will result in a minor change to existing views due to removal of trees within limited portions of the existing ROW and ROW acquisition area, and the additional track and six signal bridges within the context of an existing rail corridor in urbanized area. An example of the appearance of a signal bridge is provided in the background of Figure 6 and Caltrain’s standard drawing for signal bridges is provided in Appendix A. The signal bridges will be the most visually prominent element of the project at approximately 40 feet in height. However, their appearance will be consistent with the appearance of the existing signal bridges and other railroad-related infrastructure in the project area. Residential neighborhoods are generally buffered from direct views of the railroad by commercial/industrial uses and for most viewers the signal bridges will be a background element of the landscape. Therefore, construction or operation of the project will not have any significant visual and aesthetic impacts to the surrounding areas.



Figure 6: View of the project area within the SAP Center parking lot (note existing signal bridge on left)



Figure 7: North portion of the project area near the Centralized Equipment Maintenance and Operation Facility, facing northwest

a. Have a substantial adverse effect on a scenic vista?

Existing views in the vicinity of the project limits are dominated by commercial businesses including the SAP Center, parking lots, the existing railroad corridor, rail bridges and roadways. The proposed project will not occur in the vicinity of any scenic vistas. Therefore, there is **no impact**.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The proposed project will not damage scenic resources. Refer to the Cultural Resources section for discussion of the San Jose Diridon historic district. Isolated trees within the existing right-of-way and trees in the SAP Center parking area could be impacted, but this change will not substantially change the scenic character of the project area and appropriate landscaping enhancements will be incorporated into the project. Therefore, this impact is **less than significant**.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

There will not be any significant long-term change in the visual character or quality of site and its surroundings, since the proposed project is along the existing rail corridor. The new track and signal bridges will be consistent with the existing character and appearance of the railroad and the railroad is adjoined by industrial/commercial uses that provide a buffer for residential neighborhoods. The overall long-term impact is **less than significant**.

Temporary impacts to visual character and quality will occur during construction of the proposed project, due to construction activity, views of construction equipment. Once construction is complete, construction equipment will be removed. Overall, visual character and quality will not be “substantially degraded” because of the temporary nature of construction in any one area and the highly urbanized character of the project setting. Therefore, temporary impacts are **less than significant**.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction of an additional track will include construction of new signal bridges; however, the minimal lighting associated with railroad signals will not result in glare or a noticeable change in nighttime or day time views in the area given the large number of man-made light sources already present the project area. Night construction that will entail the temporary use of lights will be limited to a minimal amount of track work that cannot be completed during active rail service. Therefore, this impact is **less than significant**.

II. AGRICULTURE AND FOREST RESOURCES:

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The proposed project site, along with the adjacent land is currently non-agricultural use; consequently the project does not entail converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance into non-agricultural uses. According to the 2012 Important

Farmland Map for Santa Clara County, the land in the vicinity of the Project falls into the following category: Urban and Built-up Land.⁴ Therefore, there is **no impact**.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The proposed project will not conflict with any existing zoning for agricultural use or a Williamson Act contract. Therefore, there is **no impact**.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The proposed project will not conflict with existing zoning for, or cause rezoning of, any forest land or timberland. Therefore, there is **no impact**.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

The proposed project will not remove or convert any forest land. Therefore, there is **no impact**.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The project will not involve changes that will result in converting farmland to non-agricultural uses. Therefore, there is **no impact**.

⁴[ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/scl12.pdf](http://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/scl12.pdf)

III. AIR QUALITY:

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following sections describe the attainment status of the project area, existing air quality monitoring data, and the meteorology of the Santa Clara Valley.

Attainment/Nonattainment Status

The proposed project is located in Santa Clara County, California. Santa Clara County is classified as a nonattainment area for the federal 8-hour ozone standard and the federal 24-hour average fine particulates (PM_{2.5}) standard. Santa Clara County is classified as a nonattainment area for the California air quality standards for ozone, PM_{2.5}, and coarse particulates (PM₁₀). The urbanized portions of Santa Clara County (including the project area) are part of a federal carbon monoxide maintenance area. The project area is in attainment for all other pollutants regulated by federal and state ambient air quality standards.

Transportation Conformity

The Clean Air Act, Title 23 and Title 49 U.S.C. requires that transportation and air quality planning be integrated in areas designated by the U.S. Environmental Protection Agency (EPA) as air quality nonattainment or maintenance areas. In nonattainment and maintenance areas, federal funding and approval for transportation projects is only available if transportation activities are consistent with air quality goals through the transportation conformity process. The proposed project is included in the 2040 Regional Transportation Plan (Plan Bay Area, adopted on July 18, 2013) and the Metropolitan Transportation Commission's (MTC's) 2015

Transportation Improvement Program (TIP), which was adopted by MTC on September 24, 2014. The 2040 Regional Transportation Plan and 2015 TIP are in conformance with the Clean Air Act transportation conformity regulations, as demonstrated by MTC’s Final Transportation Conformity Analysis for Plan Bay Area and the 2015 Transportation Improvement Program (dated September 24, 2014).

The proposed project is included in Plan Bay Area and the 2015 TIP in combination with South Terminal Phase III (“Caltrain South Terminal Phase II and III” (TIP ID# SM-070008 and RTP ID #240048). The design concept and scope of the proposed project is consistent with the description in the RTP and TIP (construction of tail track north of San Jose Diridon Station). The MTC’s Air Quality Conformity Task Force has found that South Terminal Phase II/III is exempt from regional and project-level transportation conformity requirements and is not a “project of local air quality concern” for PM2.5. Further review under transportation conformity or preparation of a conformity determination is not necessary.

a. Conflict with or obstruct implementation of the applicable air quality plan?

Long-Term Operation Impact

San Jose’s 2040 General Plan was reviewed to identify potentially relevant policies. Goal MS-10 – Air Pollutant Emission Reduction pertains to existing and proposed land use developments and is not applicable to a transportation project. Two goals pertaining to this project were identified: Goal MS-11 – Toxic Air Contaminants and Goal MS-12 – Objectionable Odors. The consistency of the project with each policy of these goals is provided below in **Table 4**.

Table 4 San Jose General Plan Air Quality Polices

Policy Number	Policy	Project Consistent?
MS-11.1	Requires completion of air quality modeling for sensitive land uses (e.g., new residential developments) that are located near sources of pollution such as freeways or industrial uses. Requires new residential development projects and projects categorized as including sensitive receptors to incorporate effective mitigation into project designs or be located an adequate distance from sources of toxic air contaminants (TACs) to avoid significant risks to health and safety.	Yes. The project does not involve new residential land uses. There will be no increase in the number of trains, changes in train operational characteristics, or an increase in total air pollutant emissions. The project does not increase localized toxic air containment exposure above the BAAQMD significance threshold as explained below under Item b.
MS-11.2	For projects that emit toxic air contaminants, requires project proponents to prepare health risk assessments in accordance with BAAQMD-recommended procedures as part of environmental review and employ effective mitigation to reduce possible health risks to a less than significant level. Alternatively, requires new projects (such as, but not limited to, industrial, manufacturing, and processing facilities) that are sources of TACs to be located an adequate distance from residential areas and other sensitive receptors.	Yes. A health risk assessment is not required. The project does not increase localized TAC exposure to above the BAAQMD significance threshold as explained under Item b.

MS-11.3	Requires projects generating significant heavy duty truck traffic to designate truck routes that minimize exposure of sensitive receptors to TACs and particulate matter.	Yes. No changes in traffic will occur (including heavy duty truck traffic). The project involves railroad improvements which have no impact on roadways.
MS-11.4	Encourages the installation of appropriate air filtration at existing schools, residences, and other sensitive receptor uses that may be adversely affected by pollution sources.	Yes. The project does not have significant adverse air quality impacts; installation of air filtration systems is not necessary.
MS-11.5	Encourages the use of pollution absorbing trees and vegetation in buffer areas between substantial sources of TACs and sensitive land uses.	Yes. The project is not expected to remove vegetation in buffer areas between sensitive land uses (i.e., Plant 51 residential development situated southwest of the project limits).
MS-12.1	For new, expanded, or modified facilities that are potential sources of objectionable odors (e.g., landfills, green waste and resource recovery facilities, wastewater treatment facilities, asphalt batch plants, and food processors), the City requires an analysis of possible odor impacts and a provision for odor minimization and control measures as mitigation.	Yes. The project is not a facility that is a major source of objectionable odors. Diesel emissions and associated odors will not increase as a result of the project (see Item b).
MS-12.2	Requires new residential development projects and projects categorized as including sensitive receptors to be located an adequate distance from existing facilities with potential sources of odor. An adequate separation distance is determined based upon the type, size and operations of the facility	Yes. The project does not involve a new residential development.

BAAQMD's Bay Area 2010 Clean Air Plan was reviewed for potentially applicable policies.⁵ The project is consistent with policies such as Transportation Control Measure 4: "Upgrade and Expand Local and Regional Rail Service." Other policies of the Clean Air Plan are not applicable, such as policies pertaining to automobile and truck sources (which the project will have no effect on) and policies pertaining to wood burning, stationary and area sources, and land use.

In conclusion, the project is consistent with the applicable local and regional air quality policies, therefore there is **no impact**.

Temporary Construction Impact

Table 5 summarizes the consistency of project-related construction emissions with the policies of San Jose's 2040 General Plan that may pertain to the proposed project (policies located under General Plan Goal MS-13 – Construction Air Emissions). The proposed project is consistent with the General Plan construction air quality policies.

⁵ <http://www.baaqmd.gov/~media/files/planning-and-research/plans/2010-clean-air-plan/cap-volume-i-appendices.pdf?la=en>

Table 5 San Jose General Plan Construction Air Quality Polices

Policy Number	Policy	Project Consistent?
MS-13.1	Include dust, particulate matter, and construction equipment exhaust control measures as conditions of approval for subdivision maps, site development and planned development permits, grading permits, and demolition permits. At minimum, conditions shall conform to construction mitigation measures recommended in the current BAAQMD CEQA Guidelines for the relevant project size and type.	Yes. The project includes the BAAQMD- recommended construction mitigation measures.
MS-13.2	Construction and/or demolition projects that have the potential to disturb asbestos (from soil or building material) shall comply with all the requirements of the California Air Resources Board's air toxics control measures (ATCMs) for Construction, Grading, Quarrying, and Surface Mining Operations.	Yes. No asbestos containing materials are expected to be encountered in construction.
MS-13.3	Require subdivision designs and site planning to minimize grading and use landform grading in hillside areas.	Yes. No grading/changes in topographic features are proposed.

The proposed project is consistent with the relevant local and regional construction air quality policies, therefore there is **no impact**.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Long-Term Operation Impact

There are no sensitive receptors located adjacent to the proposed fourth track. Land use adjacent to the existing rail ROW is commercial and industrial. Land use in the area surrounding the proposed project includes residential (single and multi-family) and utilities (PG&E Services Center). The proposed project will not directly or indirectly increase freight or passenger train traffic. In addition, the operational characteristics (speed, idling etc.) of the existing train traffic will not change. Therefore, the total quantity of diesel locomotive-related emissions in the project area will not change. Over time, the reduction in diesel locomotive use as a result of the separate Caltrain Modernization Program, which is scheduled to be completed by 2020 would further reduce emissions⁶. The proposed project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation; thus there is **no impact**.

⁶ <http://www.caltrain.com/projectsplans/CaltrainModernization/Modernization.html>

Temporary Construction Impact

Significance thresholds for temporary construction air quality impacts were based on the 2010 BAAQMD CEQA thresholds:

- Daily average construction emissions exceed any of the following: 54 lbs/day ROG, 54 lbs/day NOx, 82 lbs/day PM10 (exhaust only), or 54 lbs/day PM2.5 (exhaust only).
- An incremental increase of greater than 0.3 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) annual average PM2.5.
- Inconsistency with general plan air quality component or regional air quality plan (2010 Clean Air Plan)

The approximate magnitude of construction emissions was estimated using the NONROAD function of EPA's Motor Vehicle Emission Simulator (MOVES) MOVES 2014a. Detailed information on the types of construction equipment and number of pieces of each type that will be used for this project is provided in Appendix B.

Table 6 summarizes the results of the construction emissions analysis. Appendix B provides a detailed table with the emission results for each construction phase. Average daily emissions of ROG, PM10 and PM2.5, and NOx will be well under the applicable significance thresholds. Therefore, temporary construction air quality impacts are **less than significant**. Despite impacts being less than significant, BAAQMD basic construction air quality best management practices will be incorporated in contract specifications.⁷

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<http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines%20May%202011.ashx?la=en>

Table 6 Temporary Construction Emissions

	NOx Running Exhaust	Total PM2.5 (Running Exhaust)	Total PM10 (Running Exhaust)	Total ROG
Total Unmitigated Construction Emissions (lbs)	15,950	996	966	2,023
Unmitigated Average Emissions Per Day (lbs)	30.4	1.9	1.8	3.9
BAAQMD CEQA Threshold (lbs/day)	54	54	82	54

- c. **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

Long-Term Operation Impact

See the discussion under item b, above. The proposed project involves the construction of an additional track and will not directly or indirectly increase freight or passenger train traffic. The proposed project will be supportive of the separate Caltrain Modernization Program which will have substantial regional air quality benefits. Therefore, the proposed project will have **no impact** on criteria pollutant regional emissions in the long-term.

Temporary Construction Impact

Emissions of criteria pollutants for which the area is in nonattainment will temporarily increase during construction; however, the magnitude of the increase will be negligible due to the limited extent of project construction activities. Therefore, the temporary construction impact is **less than significant**.

- d. **Expose sensitive receptors to substantial pollutant concentrations?**

Long-Term Operation Impact

The operation of the fourth main track will not substantially increase 24-hour PM2.5 concentrations. Air quality will improve in the long-term with the transition to electric trains.

Therefore, the proposed project will have **no impact** on pollutant concentrations that sensitive receptors will be exposed to in the long-term.

Temporary Construction Impact

Plant 51 is a residential development located south and west of the project limits. However, given the limited extent of construction (track work) and the fact that the duration of heavy construction work in any one location will be limited, substantial concentrations of criteria pollutants will not occur near this receptor. Therefore, the impact is **less than significant**.

e. Create objectionable odors affecting a substantial number of people?

Long-Term Operation Impact

The project will not increase the total number of diesel trains operating on the Caltrain/UPRR tracks. Therefore, diesel-related odor emissions will not increase and there is **no impact**.

Temporary Construction Impact

During construction the project will generate diesel odors on-site and in adjacent areas from the operation of heavy equipment. Diesel odors will be limited in both temporal and geographic extent by the number of pieces of construction equipment operating at any one time. Therefore, this is a **less than significant** impact.

IV. BIOLOGICAL RESOURCES:

Would the project:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project area is entirely urbanized, consisting of an active railroad corridor surrounded by lands that are currently developed at a high density with industrial and commercial uses. There are no sensitive habitats present within the project limits. A site visit by a biologist and a database review was conducted in December 2014(see Appendix C). . While trees, shrubs, and ornamental ground cover provide some habitat for plants and wildlife, habitat values for common and special-status species are poor due to the urban nature of the area and lack of natural habitats that provide opportunities for refuge, foraging and breeding.

Because some urban-adapted wildlife species, including birds protected under the Migratory Bird Treaty Act (MBTA) and bats protected by California Fish and Game Code have some potential to be present in or near the project area, pre-construction wildlife surveys will be conducted for these species if required based on the timing of construction as discussed further below.

The proposed project is not anticipated to have any adverse effects on species listed under Federal Endangered Species Act, California Endangered Species Act, wetlands or waters of the U.S., migratory corridors, or sensitive natural vegetation communities. With the implementation of pre-construction surveys, the project is not anticipated to have adverse effects on California special-status species, migratory birds, or bats.

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Nesting Birds. Although unlikely to be present, nesting birds, including raptors, protected under MBTA and California Fish and Game Code are potentially present in the trees and shrubs in the project area. Project construction activities during the avian breeding season (generally February 1 to August 15) could disrupt bird nests causing injury to individuals or nest abandonment. Implementation of Mitigation Measure BIO-1 will reduce the impact to less than significant.

- **Mitigation Measure BIO-1:** If project construction will occur during the breeding season for birds and raptors protected under MBTA (February 1 through August 15), a qualified biological monitor should survey mature trees, shrubs and structures within 50 feet of the center line of the tracks for the presence of active nests, no more than a week in advance of the start of project construction. If active nests are found, a construction buffer should be established by the qualified biological monitor in coordination with California Department of Fish and Wildlife (CDFW) and USFWS. Buffer sizes will be determined in consultation with USFWS, but typical buffers are 300 feet for raptors and 100 feet for other migratory bird species. The buffer should remain in place until the qualified biologist has determined that young have left the nest.

Bat Roosts. Nocturnal and maternal bat roosts, including hoary bat, are potentially present under the bridges in the project area. Project construction activities on or near the Santa Clara Street and Julian Street bridges could disrupt these roosts. Implementation of Mitigation Measure BIO-2 will reduce the impact to less than significant.

- **Mitigation Measure BIO-2:** Work on bridge structures should be conducted outside of the maternal roosting season for hoary bat which is February through August, if possible. If construction is to occur on or near the Santa Clara Street and Julian Street bridges between February and August a survey under the bridges for evidence of bat roosting should be conducted no more than one week before the start of project construction. The survey shall be done by a biologist with the necessary expertise, including being able to acoustically measure for bats. If roosting is confirmed, roosting bats will be excluded before work is conducted and work should be conducted at dusk or other measures recommended by the bat biologist should be implemented that minimizes bat

mortality. If a maternal roost is detected (none have been observed onsite to date), that roost will either not be disturbed or will be replaced as specified by the bat biologist.

In conclusion, the effects of the proposed project on species of concern will be **less than significant with incorporation of mitigation measures** BIO-1 and BIO-2.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

No riparian habitat or sensitive natural communities are present in the project area; therefore, **no impact** will occur.

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No wetlands or waters under the jurisdiction of the CDFW, USACE, or Regional Water Quality Control Board (RWQCB) are present in the proposed project area. To address the potential for impacts of stormwater runoff during construction on waterbodies located offsite, a Storm Water Pollution Prevention Plan (SWPPP) will be prepared by a qualified SWPPP practitioner. The SWPPP will identify Best Management Practices (BMPs) to be implemented during project construction activities to comply with the State Water Resources Control Board Order No. 2009-009-DWQ Construction General Storm Water Permit. The implementation of the SWPPP will reduce potential impacts on federal wetlands and waters of the U.S. to a **less than significant** level.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The proposed project will not interfere substantially with any movement of any native resident or migratory fish or wildlife species or impede the use of native wildlife nursery sites. No migratory corridors occur within the project area nor will any be impacted by the proposed project. Therefore, there is **no impact**.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No heritage or ordinance tree removal is anticipated as part of the project. Therefore, there will be **no impact**. However, it is recommended that a certified arborist conduct an assessment of the trees to be removed as a result of the project. The assessment will identify the location, species, diameter, and health and vigor of each tree to be removed. In addition the arborist will determine if any of these trees have been designated by the City of San Jose to be of special historical value or of significant community benefit.

f. Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?

The proposed project is within the Santa Clara Valley Habitat Plan HCP/NCCP area. The project will not conflict with the HCP/NCCP because the biological resource mitigation measures for the project are compatible with the conditions of the HCP/NCCP measures. The proposed project is located within an area designated as “urban-suburban” in the HCP/NCCP. Therefore, there is **no impact**.

V. CULTURAL RESOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

As documented in the Draft Finding of Effect (No Adverse Effect) in Appendix D, the only historic property located within the Area of Potential Effect (APE) for this project is the Southern Pacific Depot Historic District (Diridon Station) on Cahill Street. The historic property includes several buildings and structures, as well as the Santa Clara Underpass and railroad tracks, which are within the APE. Southern Pacific originally owned and operated a station, and although this site has served as a railway station since the 19th century, the current station buildings were constructed between 1932 and 1935. The historic district is listed on the National Register of Historic Places.

The Santa Clara Underpass is the only contributor to the historic district potentially impacted by project activities. While the general function of the existing tracks are character-defining features of the district, the tracks have been altered over time and are no longer contributing elements. The proposed project will not affect the structure, design, or decorative character defining features of the underpass, and the overall historic character of the property will be retained.

The construction of the proposed fourth track will involve the realignment of existing tracks from the Santa Clara Underpass to the northern edge of the passenger platforms to accommodate the incoming track and necessary switches that insure continued flexibility in the operations. This flexibility in operations, which historically allowed mail, baggage, express, and freight traffic to be managed through the station without disrupting passenger traffic, along with the ability to link the other components of the district to their historic use is a general, character-defining feature of the district. Continued use of the existing tracks and the additional line is consistent with historic passenger and freight operations and maintains the ability of the district to convey its historic significance. Consequently, there is no “substantial adverse change” to the historic property and no significant impact from the South Terminal Phase II project. The impact on historic resources is **less than significant**.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Excavation to depths of up to 20 feet will be required to construct the signal bridges (refer to Appendix A for a map showing the proposed excavation areas and depths). Background research was conducted on the potential for archaeological resources to be affected by the project, including database reviews, reviews of previous studies in the area, and review of buried site sensitivity mapping.⁸ No documented archaeological resources are present in the APE. In addition, the APE is not considered sensitive for prehistoric (Native American) archaeological resources. However, the initial background research found that the APE was considered sensitive for encountering historic-era archaeological resources based on other studies in San Jose that have identified numerous historic-era archaeological deposits near the project area.

Archival research was conducted to further characterize the potential for historic-era archaeological resources, including consideration of published reports, historic maps, and historic aerial photography.⁹ The archival research was reviewed by a specialist in historic-era archaeological resources to further assess the potential for historic-era resources and develop mitigation recommendations.¹⁰ Land use during the Spanish (1777–1822) and Mexican Periods (1822–1848) within and around the APE was restricted primarily to agriculture and the potential for encountered features from this period is considered low. There is greater potential for identifying archaeological resources associated with the American Period (1848-1950). Land use within and around the APE was more dense during the American Period, especially after 1880, and refuse type resources associated with this era have previously been identified within a ¼ mile radius of the APE. The resources most likely to be encountered include architectural (e.g. foundations, evidence of demolition), infrastructure (e.g. sewer pipes, water lines, railway and trolley features), industrial (e.g. warehouse facilities) and refuse features (e.g. pits, privies, wells) dating between 1880 and 1930.

The proposed project has the potential to impact buried historic-era archaeological resources. With the implementation of the archaeological monitoring plan described below, this impact is **less than significant with mitigation.**

Mitigation Measure CUL-1: Archeological Monitoring Plan

General Monitoring Procedures

- Archaeological monitoring of the project will be conducted by a qualified archaeologist. Duties include observing all ground-disturbing activities within the APE. A monitor shall be present for all initial earth disturbing activities.

⁸ Far Western Anthropological Research Group, Inc. *South Terminal Phase II Scoping Cultural Resources Background Research*, January 22, 2015

⁹ JRP Historical Consulting, LLC. *South Terminal Phase II Historic Context Statement*. March 21, 2016.

¹⁰ Albion Environmental, Inc. *Archaeological Sensitivity Assessment for the Peninsula Corridor Joint Powers Board South Terminal Phase II Project*. April 1, 2016.

- Archaeological monitors will be equipped to identify and fully record newly discovered features in the field, using standard techniques such as drawings, written descriptions, photography and maps. Monitors will be briefed on procedures to follow in the event that cultural materials are encountered.
- Prior to the start of Project construction, the archaeological monitor will provide cultural resources awareness training to all construction crew and supervisors. The training will include a description of the kinds of resources that may be found in the area, protocols to be used in the event of an unanticipated discovery, and a discussion of laws pertaining to significant archaeological and historical sites.

Field Monitoring Procedures

The archaeological monitor will rely primarily on observation of soil disturbance during construction activities (i.e., manual or machine excavations, grading). The monitor will periodically ask the equipment operator or laborer to temporarily halt, while the monitor takes a closer look at excavation areas. The monitor will be observing consistency or changes in soils, or may be examining specific materials that may be cultural in origin. This will usually be done from outside the excavation area; however, on occasion the monitor may wish to observe the soils or materials at close range. In this case, the operator will be asked to hold the equipment at a safe distance while the monitor makes the close observations. While substantial finds may require up to ½ hour to assess, as noted below, it is usually the case that the monitor will require only a minute or two to complete the assessment. In such cases it will be unnecessary to turn off or move the equipment.

Inadvertent Discoveries

If potentially significant cultural materials are encountered (i.e., intact features), the archaeological monitor will halt excavation within the immediate vicinity (approximately 50 feet from discovery in all directions) to determine the nature of the find. The monitor will conduct a brief field assessment (1–30 minutes) to determine if the discovery constitutes a potential significant archaeological resource. Generally, an archaeological resource is considered potentially significant if it appears relatively intact or undisturbed, or is a discrete feature such as a hearth pit or wall segment.

The monitor will immediately notify construction crews if additional time is required to consult with the project archaeological consultant/contractor or other specialists. If the discovery is determined to be not potentially significant, the monitor will indicate that construction can proceed.

If the find is deemed potentially significant, crews will be asked to move to a new location so that a more in-depth archaeological evaluation and mitigation (if needed) can occur. The project archaeological consultant/contractor will consult with The City of San Jose Planning Department and the land owners to develop a treatment plan to address project impacts.

In the event that potentially significant resources are found, mitigation measures include 1) preservation in place, and 2) data recovery when preservation in place is not feasible.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

There are no known paleontological resources, sites, or unique geologic features within the area of proposed disturbance. If previously unidentified cultural materials are unearthed during construction, work should be halted in that area until a qualified archaeologist can assess the significance of the find. Therefore, there is a **less than significant impact**.

d. Disturb any human remains, including those interred outside of formal cemeteries?

There are no known human burials or remains within the area of proposed disturbance. If previously unidentified cultural materials are unearthed during construction, work should be halted in that area until a qualified archaeologist can assess the significance of the find. Therefore, there is a **less than significant impact**.

VI. GEOLOGY AND SOILS:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?**

The proposed project site is not located in a designated Alquist-Priolo Earthquake Fault Zone and the nearest known active faults (San Jose fault and Silver Creek fault) are located 1.5 miles or more from the project site and a future rupture in the project area is not anticipated. Seismic design considerations will be incorporated in the final design of the project (including signal bridges). Therefore, potential impacts are **less than significant**.

ii. Strong seismic ground shaking?

The nearest known active fault line is located 1.5 miles from the project site. Seismic design considerations will be incorporated in the final design of the project (including signal bridges). Therefore the potential seismic ground shaking impacts are **less than significant**.

iii. Seismic-related ground failure, including liquefaction?

According to the Seismic Hazard Zones Map (San Jose West Quadrangle, California Division of Mines and Geology, 2002), the project area lies within an area where historic occurrence of liquefaction, or local geological, geotechnical, and groundwater conditions indicate a potential for permanent ground displacements.

The potential for seismic-related ground failure is present at the project site, but the proposed fourth track and signals control will not increase the potential for exposing people or structures to seismic related ground failure, including liquefaction. Additionally, with inclusion of the appropriate seismic design parameters, the potential ground failure impacts due to liquefaction are **less than significant**.

iv. Landslides?

The project area is flat and well removed from any steep slopes that could reasonable affect the project. The project area is outside of the seismic landslide hazard zones maps published by the California Geologic Survey. Therefore, impacts associated with landslides are **less than significant**.

b. Result in substantial soil erosion or the loss of topsoil?

Temporary soil disturbance will occur during project construction; however, the proposed project will not result in substantial soil erosion or loss of topsoil. All disturbed areas will be treated with approved BMPs as construction is completed or prior to the onset of fall storms. In addition, construction projects resulting in the disturbance of 1.0 acre or more are required to obtain a National Pollutant Discharge Elimination System (NPDES) permit issued by the RWQCB. The project's construction contractor will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) that identifies BMPs to limit the soil erosion during project construction. Adherence during construction to provisions of the NPDES permit and applicable BMPs contained in the SWPPP will ensure that potential impacts related to this issue are **less than significant**.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

The proposed project will not be located on any unstable soil or geologic units subject to landslide, lateral spreading, subsidence, or collapse. Therefore, **no impact** will occur.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

The terrain of the project area is generally flat and underlain by Alluvium derived from metamorphic and sedimentary rock and/or alluvium derived from metavolcanics. These type of soils do not have a significant potential for shrink/swell movement. Therefore, impacts are **less than significant**.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

There are no septic tanks or wastewater disposal systems associated with the project. Therefore, **no impact** will occur.

VII. GREENHOUSE GAS EMISSIONS:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Long-Term Operation Impact

The proposed project will not directly or indirectly increase freight or passenger train traffic. In addition, the operational characteristics (speed, idling etc.) of the existing train traffic will not change. Therefore, the total quantity of diesel locomotive-related greenhouse gas emissions in the project area will not increase and may decrease due to reduced train delays to accommodate dead-head moves to CEMOF that conflict with revenue service. There will be no impact on operational greenhouse gas emissions and the BAAQMD 2010 significance threshold of 1,100 metric tons CO₂-equivalent per year (for development projects) will not be exceeded. In the long-term, the proposed project will support Caltrain electrification, a separate initiative that will reduce long-term greenhouse gas emissions from commuter rail operations. Therefore, there is **no impact** on greenhouse gas emissions.

Temporary Construction

The proposed project will result in greenhouse gas emissions temporarily during the construction period. Temporary greenhouse gas emissions are not considered significant, the BAAQMD CEQA threshold for land use projects applies to long-term emissions only. Therefore, temporary construction emissions of greenhouse gasses are considered **less than significant**.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

San Jose adopted a Greenhouse Gases Reduction Strategy in 2011. The Strategy aligns with the implementation of Assembly Bill 32 (AB32), the Global Warming Solutions Act of 2006, which requires that the State of California reduce greenhouse gas emissions to 1990 levels by the year 2020. San Jose has defined its goal as meeting the efficiency threshold of 6.6 metric tons of CO₂ equivalent per service population (SP) per year (MT CO₂e / SP / year). Service population is defined as the number of residents plus the number of people working within San José. San

Jose's 2040 General Plan and the Greenhouse Gas Reduction Strategy contain numerous policies related to energy efficiency in buildings, waste management practices, land use, and automobile and trucks. None of the policies pertain to construction emissions, which is the only type of greenhouse gas emissions that the proposed project will cause.

The proposed project will be consistent with the elements of the 2010 Bay Area Plan related to construction emissions (see the air quality section). Therefore, there is **no impact**.

VIII. HAZARDS AND HAZARDOUS MATERIALS:

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Long-Term Operation Impact

Hazardous materials may be transported through the project area by UPRR freight rail operations, but the project will not increase hazards related to freight rail. Any future increase in freight service would be independent from the proposed project. No sensitive receptors are located adjacent to the proposed fourth track. Therefore, there is **no impact**.

Temporary Construction Impact

The project site's historic and present use of rail service creates the potential for elevated quantities of petroleum hydrocarbons, metals, and other chemicals commonly found along rail corridors. These type of materials are routinely addressed in JPB construction projects through standard best management practices in accordance with federal and state regulations. A Phase I Environmental Site Assessment (ESA) has also been completed to identify potential contamination issues so they can be addressed in manner that protects works, the public and the environment (see item d. for a summary of the Phase I ESA). Therefore, the impact is **less than significant**.

- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Long-Term Operation Impact

The proposed project will not create conditions that would create a significant hazard due to accidents and there is **no impact** in the long-term.

Temporary Construction Impact

Small quantities of potentially toxic substances (such as petroleum and other chemicals used to operate and maintain construction equipment) will be used in the project area and transported to and from the area temporarily during construction. However, implementation of and compliance with applicable federal and state laws and regulations will reduce potential temporary impacts associated with the routine use, storage, and transportation of hazardous materials in the proposed project to a **less than significant** level.

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

One school is located within one-quarter mile of the project site, Learning Options at 855 Lenzen Avenue approximately 925 feet southwest of the project limits. Other than temporary handling of potential railroad-related hazardous materials during construction, there will be no change in hazardous materials management as a result of the project. The project will not involve hazardous emissions or handling acutely hazardous materials. Temporary construction handling of potentially contaminated materials will be in compliance with state and federal requirements to reduce their spread into the environment. Therefore, there is **no impact**.

- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

A Phase I ESA was completed in March 2015 in accordance with American Society for Testing and Materials (ASTM) Standard E 1527-13 Standard Practice for Environmental Site

Assessments: Phase I Environmental Site Assessment Process (Appendix E). The Phase I ESA included a site visit, database searches, review of various sources on the history of the project area, and interviews. The project is located in a former industrial area of San Jose where residential dwellings, a former PG&E coal gasification plant, numerous automobile repair and service businesses with underground storage tanks (USTs), oil water clarifiers, and drums have been located historically.

Two “Controlled Recognized Environmental Conditions” were identified by the Phase I ESA and are discussed in greater detail below. These known contaminated sites have been addressed to the satisfaction of the applicable regulatory authorities with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

SAP Center

The former PG&E coal gasification plant (on the site currently occupied by the SAP Center) was built at the intersection of West Street, John Street, and Montgomery Streets, and began operating in 1877 as a water-gas plant that used coal and crude petroleum to produce gas. It was converted to the oil-gas generating process in 1917 that resulted in the storage of lampblack and tar-like residues. PG&E ceased operations at the site in 1929, but continued to use the plant for natural gas storage until 1951.

A portion of the SAP Center property has a current Deed Restriction and is encapsulated with a clay layer, a layer of clean backfill, and an asphalt cover (currently utilized as a parking lot for the SAP Center). The site is subject to land use restrictions as a result of known soil contamination related to the historical PG&E coal and gasification plant. Contaminants in the soil covered by the cap consist of polyaromatic hydrocarbons greater than 3,000 milligrams per kilogram (mg/kg), lead up to 4,000 mg/kg, total petroleum hydrocarbons as gasoline at 390 mg/kg, total petroleum hydrocarbons as diesel at 1,500 mg/kg, and oil and grease up to 13,000 mg/kg.

A Covenant to Restrict Use of Property, Environmental Restriction between the City of San Jose and California Department of Toxic Substances Control (DTSC) was finalized for the SAP Center site on May 23, 2003. The covenant limits site uses to commercial, industrial, parks, and/or open space use. Restricted uses include residences, hospitals, school for persons under the age of 21 and day care centers. Raising of food such as cattle and food crops is also prohibited. The DTSC is to be notified prior to any disturbances of the cap (e.g. the SAP Center parking lot).

The proposed project does not involve construction in the buried in-place soils that are the focus of the Deed Restriction. However, the project does require acquisition of a portion of the SAP Center parking lot and excavation to accommodate the fourth track. Without taking appropriate protective measures, construction could expose workers or the public to contaminated soil. Therefore, JPB will consult with DTSC during final design and will prepare a Site Specific Soil and Groundwater Management Plan and Health and Safety Plan to protect workers, the general public and the environment.

Mitigation Measure HAZ-01: Soil Management Plan.

The Soil Management Plan will include the following elements:

- procedures for transporting and disposing the waste material generated during construction activities,
- procedures for stockpiling soil on-site,
- provisions for collecting additional soil samples in previously inaccessible areas to confirm the extent of soil contamination, following demolition activities,
- confirmation soil sampling to verify achievement of remediation goals,
- procedures to ensure that fill and cap materials are verified as clean,
- truck routes, and/or – staging and loading procedures and record keeping requirements.

Mitigation Measure HAZ-02: Health and Safety Plan.

The Health and Safety Plan will include the following elements:

- provisions for personal protection and monitoring exposure to construction workers,
- procedures to be undertaken in the event that contamination is identified above action levels or previously unknown contamination is discovered,
- procedures for the safe storage, stockpiling, and disposal of contaminated soils,
- provisions for the on-site management and/or treatment of contaminated groundwater during extraction or dewatering activities, and
- emergency procedures and responsible personnel.

In addition, soil and groundwater profiling prior to any disturbance will be conducted if recommended by DTSC. With incorporation of these protective measures, no significant adverse impact will occur from the encroachment on the SAP Center property.

PG&E Corporation Yard

The PG&E Corporation Yard (308 Stockton Avenue) is identified on the historical Leaking Underground Storage Tank (UST) database. According to the database record, a release of diesel to the groundwater was reported in 2001. The diesel UST and associated piping were removed in 2001 and the facility was granted regulatory agency closure in 2003, but it was noted that residual contamination remained in the soil that could pose a risk for development

activities including grading, excavation, and water well installation. The proposed project will require a small right-of-way acquisition from the edge of the PG&E Corporation Yard. JPB's procedures for handling contaminated soil will be utilized to protect workers, the general public and the environment. With incorporation of these protective measures, no significant adverse impact will occur from the encroachment on the PG&E Corporation Yard.

Conclusion

The use of standard best management practices and compliance with applicable federal and state laws, regulations, and will reduce the potential for temporary impacts of handling contaminated soils during construction to **less than significant with mitigation**.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

The portion of the project limits north of the CEMOF is located within the Turning Safety Zone of the Mineta San Jose International Airport. Facilities involving high concentrations of people and storage of hazardous materials is not permitted in the Turning Safety Zone.¹¹ These airport safety zone land use restrictions are not applicable to the proposed project. The remainder of the project limits are situations outside of the Outer Safety Zone of the Mineta San Jose International Airport. Therefore, there is **no impact**.

- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

The project is not within in any private airport land use or safety zone. Therefore, there is **no impact**.

- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Long-Term Operation Impact

The project does not propose changes that could impede implementation of or otherwise interfere with the Santa Clara County Emergency Operations Plan. Therefore, there is **no impact**.

¹¹ https://www.sccgov.org/sites/dpd/DocsForms/Documents/ALUC_20110525_SJC_CLUP.pdf

Temporary Construction Impact

During construction, emergency access to and in the vicinity of the project site could temporarily be affected by construction-related traffic. . Partial lane closures may be required temporarily during the delivery of materials to the construction site. This will be accomplished with construction flagman to guide traffic around the delivery zone. No temporary lane closures or detours or other major disruptions to traffic flow are expected to be required. Therefore, the impact is **less than significant**.

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

There are no designated Wildland Fire Hazards Area in or adjacent to the project area. Therefore, there is be **no impact** associated with wildland fires.

IX. HYDROLOGY AND WATER QUALITY:

Would the project:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Violate any water quality standards or waste discharge requirements?

and

f. Otherwise substantially degrade water quality?

No surface waters are located within the project area. The nearest water resources are Los Gatos Creek and the Guadalupe River, generally located one-quarter mile east of the project limits. Standard mitigation measures, such as the required SWPPP, would ensure that temporary construction water quality impacts are **less than significant**.

- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

The proposed project will not use groundwater supplies or interfere with groundwater recharge. Therefore, there is **no impact**.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

The proposed project will not substantially alter existing drainage patterns or affect the course of waterbody in a manner that would result in substantial erosion either on- or off-site. Therefore, there is **no impact**.

- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

As indicate in the above response, the existing drainage pattern of the project area will not be substantially affected by the proposed project; therefore there is **no impact**.

- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Appropriate stormwater treatment will be provided, the impact is **less than significant**.

- g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

No housing structures are planned as part of the project. Therefore, there is **no impact**.

- h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

Portions of the project limits are within the FEMA 100-year floodplain at a low point in elevation at the West San Carlos St. Underpass. However, the proposed project will not alter the

structure of West San Carlos St. Bridge. The addition of the fourth track to the bridge will be above the 100-year elevation. Therefore there is **no impact**.

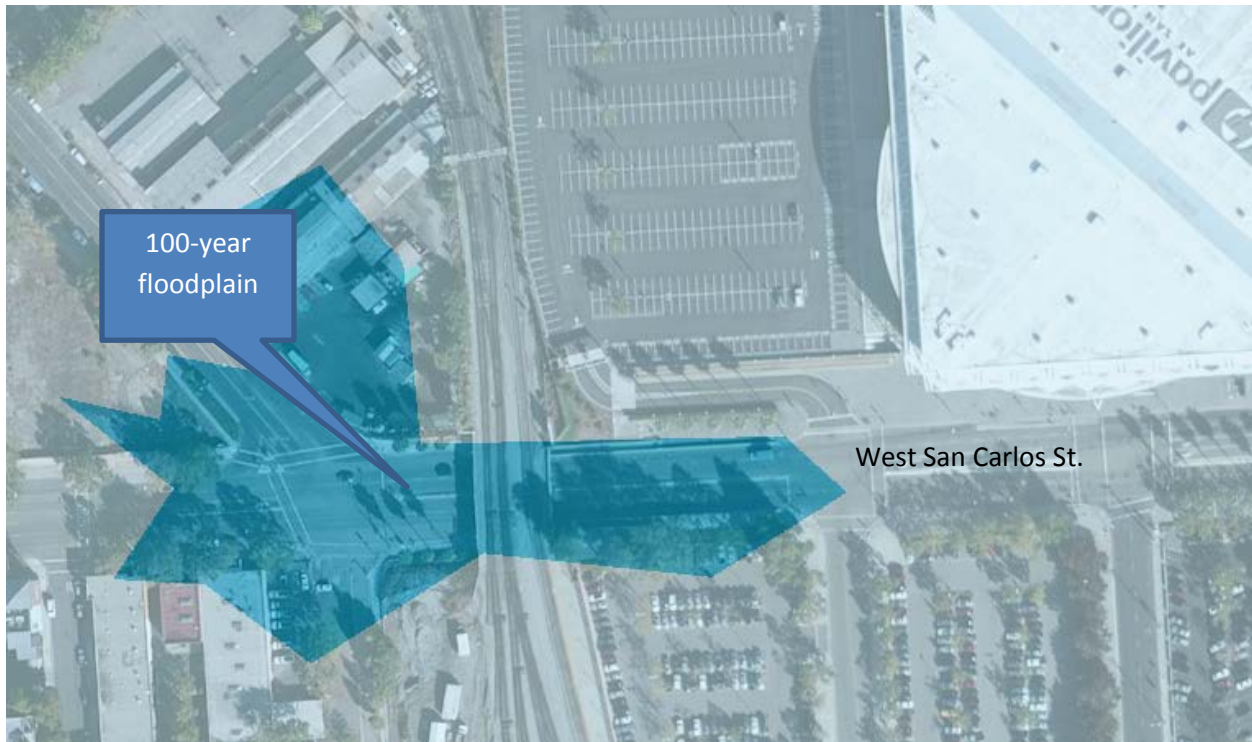


Figure 8: 100-year floodplain at West San Carlos St. Underpass

- i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

The project site is not located in the inundation area of any levee or dam. Therefore, there is **no impact**.

- j. Inundation by seiche, tsunami, or mudflow?**

Given the location of the project area away from San Francisco Bay and large landlocked bodies of water, the potential for inundation by seiche or tsunami is minimal. Therefore, there is **no impact**.

X. LAND USE AND PLANNING:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

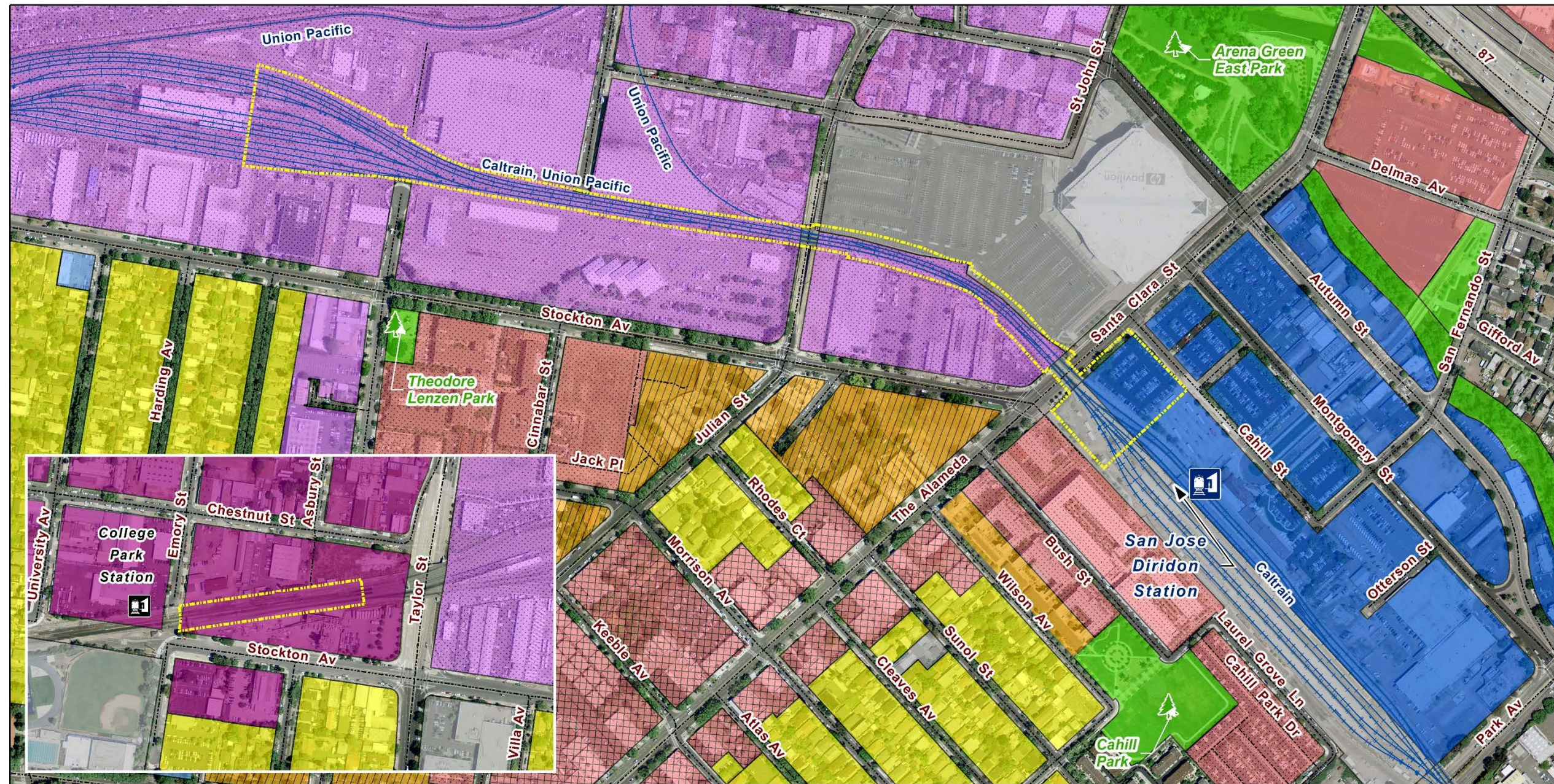
The proposed project lies within the City of San Jose. The majority of the project limits are surrounded primarily by commercial and industrial land uses with additional uses including residential (single and multi-family) and utilities (PG&E Services Center).

Figure 9 provides San Jose’s 2040 General Plan land use designations for the project area. In 2014, the City of San Jose approved the Diridon Station Area Plan, which includes the project area.¹² **Figure 10** shows the Final Land Use Plan from the Diridon Station Area Plan. The station area plan proposes a high-intensity, entertainment-oriented mixed-use core surrounding and encompassing the station, with ground level retail and hotel/office on upper floors. On the west side of the railroad, between The Alameda/ W. San Carlos Street and Julian Street, a mixed-use Urban Village area is proposed. North of Julian Street, a Transit Employment Center is proposed on both sides of the railroad corridor, with an emphasis on innovative office, research and development, and incubator space for product and business development.

a. Physically divide an established community?

The project is located along an existing active railroad corridor. Implementation of the proposed project will not result in any residential or business displacements or changes in access or use of nearby properties that could divide the community. Therefore, there is **no impact**.

¹² <http://www.sanjoseca.gov/DocumentCenter/View/33057>



Park	Envision San Jose 2040 General Plan Landuse	Downtown
Station	Commercial Downtown	Residential Neighborhood
Existing Track	Neighborhood/Community Commercial	Open Space, Parkland
Streets	Mixed Use Neighborhood	Public/Quasi-Public
Project Limits	Mixed Use Commercial	Transit Employment Center
	Transit Residential	Combined Industrial/Commercial
	Urban Village	Light Industrial

Sources: USGS, Caltrans, City of San Jose, County of Santa Clara, ESRI, Envision San Jose 2040 General Plan

Coordinate System: State Plane California III FIPS 0403 Feet
Datum: NAD 1983

0 250 500 1,000 Feet

**Envision San Jose 2040
General Plan Land Use**

**South Terminal Phase II
San Jose, California**



Figure 9: General Plan Land Use Map

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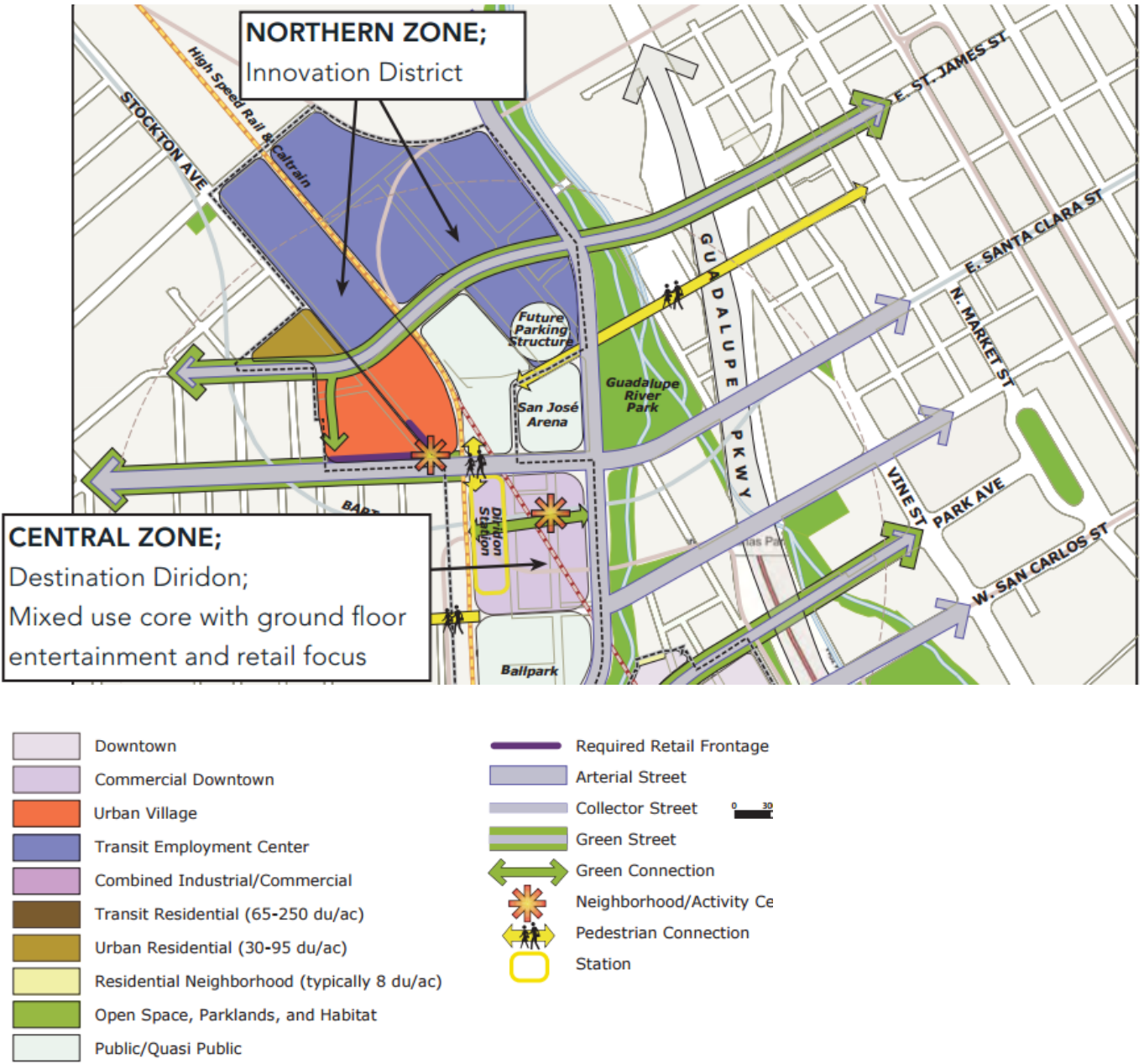


Figure 10: Diridon Station Area Plan

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed project will maintain all existing land uses and the new track will be located along the existing rail corridor. Minor strip right-of-way acquisitions will not conflict with potential future redevelopment envisioned under the Diridon Station Area Plan. Parking impacts at the SAP Center will be mitigated in coordination with the City of San Jose. Therefore, the project is consistent with land use plans and there is **no impact**.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

As discussed under Section IV, Biological Resources, the project site is within the Santa Clara Valley Habitat Plan HCP/NCCP area. The proposed project's biological resource mitigation measures are compatible with the conditions of the HCP/NCCP, ensuring consistency with the habitat plan. Therefore, there is **no impact**.

XI. MINERAL RESOURCES:

Would the project:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***and*****b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

There are no known mineral resources in the vicinity of the proposed project area. Therefore, there is **no impact**.

XII. NOISE:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following noise descriptors are adopted for the computation and assessment of transit noise in this document:

- **The Hourly Equivalent Sound Level (Leq (h))**, which describes a receiver's cumulative noise exposure from all events over a one-hour period. For assessment, Leq is computed for the loudest transit facility hour during the hours of noise-sensitive activity.
- **The Day-Night Sound Level (Ldn)** describes a receiver's cumulative noise exposure from all events over a full 24 hours, with events between 10:00 pm and 7:00 am increased by 10 decibels to account for greater nighttime sensitivity to noise. Ldn is computed to assess transit noise for residential land uses.
- **Maximum Sound Level (Lmax)** describes the maximum A-weighted noise level during the measurement period.

Train activity, roadway traffic and aircraft overflights are the major contributors to the existing noise environment in the project area. The operation of the SAP Center also contributes to existing noise levels. Three 2006 ambient noise measurement locations (N1, N2, N3) along

Stockton Avenue were identified west of the project area.¹³ In addition, a 2009 ambient noise measurement location (N4) was identified on Laurel Grove Lane just south of the project area¹⁴. Measured noise levels varied with distance from the noise source, but typically ranged from 65 to 73 dBA Ldn. **Figure 11** and **Table 7** show the ambient noise measured locations and existing Noise Levels.

Table 7 – Ambient Noise Measured Locations and Noise Levels

Receptor	Location	Date Surveyed	Ldn (dBA)	Leq (dBA)
N1	40 feet from centerline of Stockton Avenue near West Julian Street.	07/24/06 to 07/26/06	69-70	-
N2	60 feet from centerline of West Julian Street near Stockton Avenue.	07/24/06 to 07/26/06	65	-
N3	60 feet from the centerline of the Alameda where Stockton Avenue intersects.	08/03/06 to 08/05/06	73	-
N4	102 Laurel Grove Lane. 125 feet from near track.	10/20/09 to 10/21/09	72	70

Although there are no federal laws or regulations pertaining to the assessment of noise impacts of transit projects, the Federal Transit Administration (FTA) has defined impact assessment procedures through a guidance manual. The impact criteria from FTA’s guidance manual, entitled Transit Noise and Vibration Impact Assessment, are summarized in Section 12 (noise during construction).

Construction noise is regulated by the City of San Jose. According to San Jose Municipal Code, construction hours within 500 feet of a residential unit are limited to the hours of 7:00 am to 7:00 pm on Monday through Friday, unless otherwise expressly allowed in a Development Permit or other planning approval.¹⁵ The Municipal Code does not establish quantitative noise limits for demolition or construction activities occurring in the City. The City considers construction noise impacts to be significant if a project is located within 500 feet of residential uses or within 200 feet of commercial or office uses and would: “involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.” Such projects are required to implement

¹³ <http://www.sanjoseca.gov/DocumentCenter/View/9389>

¹⁴ <http://www.caltrain.com/Assets/Caltrain+Modernization+Program/FEIR/App+C+Noise+and+Vibration.pdf>

¹⁵ San Jose Municipal Code, 20.100.450 “Hours of construction within 500 feet of a residential unit”
http://sanjose.amlegal.com/nxt/gateway.dll/California/sanjose_ca/sanjosemunicipalcode

a construction noise logistics plan detailing measures to minimize impacts.¹⁶ The JPB is not subject to local noise ordinance requirements, but the local requirements were considered in the CEQA noise impact analysis and in the development of mitigation measures for temporary construction noise.

For transit noise and other single-event noise sources, the San Jose General Plan recommends mitigation so that recurring maximum instantaneous noise levels do not exceed 50 dBA Lmax in bedrooms and 55 dBA Lmax in other rooms.

San Jose's 2040 General Plan recommends minimizing vibration impacts of new vibration sources on existing sensitive land uses to levels at or below the guidelines of FTA. New developments are required to minimize vibration impacts to adjacent uses during demolition and construction. A vibration limit of 0.20 in/sec peak particle velocity (PPV) is recommended by the General Plan to minimize the potential for cosmetic damage to buildings of normal construction.

Finally, San Jose's 2040 General Plan also provides land use compatibility noise criteria for new residential and institutional developments. These long-term criteria were not designed for temporary construction noise impact assessment. For proposed residential developments, the General Plan criteria are as follows:

- **Interior noise level:** 45 dBA Ldn
- **Exterior noise levels:** 60 dBA Ldn is normally acceptable without special mitigation measures. Noise levels of 60 to 75 Ldn are conditionally acceptable; new residential land uses may only be permitted in these areas after detailed analysis of the noise reduction requirements and needed noise insulation features are included in the design. Exterior noise levels above 75 Ldn are considered unacceptable for locating new residential land uses.

c. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Long-Term Operation Impacts

Existing noise-sensitive uses in the project area include multi-family residential uses located adjacent to the southwest portion of the project limits; and multi- and single family residential uses further north that are situated relatively further from (e.g., minimum of 400 feet west of) the project limits. Additional noise-sensitive uses include Silicon Valley Telecom and Silicon Valley Judo School and Fencing Center, located on the west side of the project area between Julian Street and W. Santa Clara Street, and Cahill Park and Theodore Lenzen Park, which are situated roughly 500 feet southwest and west of the project limits, respectively. (See **Figure 9, Land Use Map** and **Figure 11, Construction Noise Modeling Locations**.)

¹⁶ Envision San Jose 2040 General Plan. <http://www.sanjoseca.gov/DocumentCenter/Home/View/474>

The proposed project will not directly or indirectly increase freight or passenger train traffic. Although the proposed project will add a main track, it will be situated on the east side of the rail corridor adjacent to existing industrial and commercial uses that are not noise-sensitive. The reconfiguration of the existing tracks will result in no measurable change in transit noise levels at sensitive receptors due to the distance of the receptors from the tracks and the minor nature of the track shifts (e.g. a few feet); therefore the impact is **less than significant**.

Temporary Construction Impacts

Criteria

No standardized criteria have been developed for assessing construction noise impacts. Therefore, criteria must be developed on a project-specific basis unless local ordinances can be found to apply. According to the CEQA Guidelines Appendix G, a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project can result in significant adverse impacts. For this project, a “substantial” temporary increase in noise levels was considered to occur if:

- Major construction noise sources are operated during times when construction is prohibited by the City of San Jose construction noise code (which limits hours of construction to 7 a.m. to 7 p.m. weekdays), or
- Construction exceeds City of San Jose 2040 General Plan land use compatibility noise levels at sensitive receptors for greater than 12 months.
- FTA construction noise General Assessment criteria (1-hr Leq) exceeded at any time: 90 dBA during the day and 80 dBA at night for residential areas, and 100 dBA during the day and 100 dBA at night for commercial areas.

Methodology

The aforementioned noise-sensitive uses in the project area were assessed for potential impacts from construction noise (see **Table 8** and **Figure 11**).

Construction noise was assessed using the Federal Highway Administration’s (FHWA) Roadway Construction Noise Model (RCNM). Input variables used in the RCNM include:

- Equipment acoustic usage factors (provided by the construction equipment database): percentage of time during a construction noise operation that a piece of construction equipment is operating at full power,
- Number of pieces of equipment used concurrently, and
- Distances to nearby noise sensitive receptors.

Typically, the noisiest construction activities on a project of this type include excavation and grading, extensive concrete pours and the installation of heavy rail infrastructure using one or more cranes. Other activities, such as mobilizing for construction, relocation of fences and overhead utilities and demobilization require only few pieces of equipment and are expected to be far less noisy. Information on the number and types of construction equipment required by

each construction phase was developed (see Appendix B). The anticipated construction schedule includes tasks that overlap, creating conditions where equipment from one task is being used concurrently with equipment for another task. In these instances all equipment expected to be on the site was modeled. Modeling results are recorded for the worst construction scenario where concurrent tasks overlapped within the same week. The worst case scenario selected is construction week 14 where the following tasks are programmed to take place simultaneously:

- Reconstruction Pump Station,
- Relocate fence and utilities,
- Parking lot pavement demolition,
- Grading new MT1 and new MT4, and
- Railroad signal

Noise calculation results are recorded on the spreadsheet software and are included as separate sheets in Appendix F.

Noise modeling was conducted for the representative residences within 500 feet from the rail centerline, the commerce or office buildings within 200 feet from the rail centerline, and parks within 1,000 feet from the rail centerline (see **Table 8** and **Figure 11**). The receptor locations were identified where the greatest potential for impacts will occur (worst-case analysis location). The closest residences are identified as R1 through R9, the closest commerce or office buildings are identified as C1 and C2, and the closest parks are identified as P1, P2, and P3 (see **Table 8**).

Since the exact location of the equipment during each phase is unknown, the closest distance from each receptor to the centerline of the rails was used to predict the noise levels. As such, predicted noise levels are likely higher than what may actually occur. In reality, equipment would move throughout the site and vary day to day. The worst-case hourly Leq noise levels for each receptor are shown on **Table 8**. Detailed documentation of the input and output from the RCNM is provided in Appendix F.

Table 8 – Temporary Construction Noise Modeling Locations

Receptor	Description	Land Use	Receptor Distance (feet) ¹	Unmitigated Construction Leq (dBA)
R1	567 W Julian Street	Residential	270	77.9
R2	563 W Julian Street	Residential	330	76.2
R3	559 W Julian Street	Residential	370	75.2
R4	311 N Montgomery Street	Residential	400	74.5
R5	754 The Alameda Building 2 on Bush Street	Residential	480	72.9
R6	Plant 51 residential development at 88 Bush Street	Residential	300	77.0
R7	754 The Alameda Building 1 (mixed used)	Residential and Commercial	470	73.1
R8	702 Asbury Street	Residential	225	79.5
R9	756 Chestnut Street	Residential	240	79.0
C1	Silicon Valley Telecom at 250 Stockton Avenue	Commercial or Office	50	92.6
C2	Silicon Valley Judo School and Fencing Center at 120 Stockton Avenue	Commercial or Office	70	87.5
P1	Theodore Lenzen Park at Stockton Avenue and Lenzen Avenue	Park	700	69.7
P2	Cahill Park	Park	800	68.5
P3	Bellarmino College Preparatory School baseball diamond at 760 Emory Street	Park	130	84.3

Notes:

1. Approximate distance to the center line of the tracks.

Impact Analysis

The predicted noise levels results show the highest construction noise levels would be 80 dBA or less at all residential receptors, below the 90 dBA daytime threshold for construction noise impacts under the FTA criteria. Similarly, the highest noise level at a commercial receptor (93 dBA) would be below the 100 dBA FTA impact threshold. It is important to note that the predicted construction noise levels are for outdoors and the sound levels experienced indoors will be

substantially lower due to attenuation through the building doors. Construction noise levels would temporarily exceed San Jose land use compatibility goals during the early phases of construction; however due to the linear nature of the project, noise levels would not continuously exceed the City goals for over 12 months at any one receptor.

Except for track work that must be completed at night or on weekends to avoid disrupting train service, the major noisy construction activities (such as excavation) will be limited to between 7 a.m. and 5:30 p.m. on weekdays (consistent with the San Jose construction noise code). Nighttime track work could result in potentially significant noise impact; however the incorporation of the mitigation measures provided below will reduce the impact to less than significant.

The following mitigation requirements will be incorporated into the project specifications.

- **Mitigation Measure NOI-01:** The project will limit nighttime and weekend construction. Heavy construction will generally not be permitted on weekdays before 7 am or after 7 pm or on weekends, which corresponds to the times that people are most sensitive to noise. Advance public notice will be provided to nearby residents regarding planned construction activities (such as certain track work) that must be performed at night or on weekends.
- **Mitigation Measure NOI-02:** Use newer equipment with improved noise muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators, intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment will be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices.
- **Mitigation Measure NOI-03.** Implement a Community Outreach Program. JPB will keep residents informed regarding construction plans so residents can plan around periods of particularly high noise levels and to provide a conduit for residents to express any concerns or complaints. The Community Outreach Program will include a project hotline for receiving construction-related noise complaints and to assist in addressing them.

Temporary construction noise impacts will be **less than significant with incorporation of mitigation measures.**

Figure 11: Construction Noise Modeling Locations



<p>Ambient Noise Measured Location</p> <ul style="list-style-type: none"> ● (Green dot) <p>Construction Modeling Receptor</p> <ul style="list-style-type: none"> ● (Blue dot) C = Commercial Land Use ● (Blue dot) P = Park Land Use ● (Blue dot) R = Residential Land Use 	<p>Land Use</p> <ul style="list-style-type: none"> ■ (Green) Park ■ (Blue) Commercial ■ (Purple) Industrial ■ (Pink) Mixed Use Commercial / Industrial ■ (Yellow) Mixed Use Commercial / Residential ■ (Light Green) Open Space ■ (Light Blue) Public Facilities and Institutions ■ (Yellow) Residential Low Density 	<p>Sources: USGS, Caltrans, City of San Jose, County of Santa Clara, ESRI</p> <p>Coordinate System: State Plane California III FIPS 0403 FeetDatum: NAD 1983</p>
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Noise Receptor Locations

South Terminal Phase II
San Jose, California

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d. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Long-Term Impacts

The proposed project will not increase the number of trains per day or move trains closer to vibration-sensitive land uses. Therefore the project will have **no impact**.

Temporary Construction Impacts

Construction of the proposed project does not require pile driving, blasting, or any other similar high-vibration activities; therefore, vibration caused by construction is **less than significant**.

e. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

The proposed project involves the addition of a new track and will not increase the number of trains per day or train speed. Therefore the proposed project will have a **less than significant** impact on the ambient noise levels in the project area.

f. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Temporary construction noise impacts will be **less than significant with mitigation**.

g. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project site is partially located within the Mineta San Jose International Airport Land Use plan, and partially located within the 65 dB Community Noise Equivalent Level (CNEL) contour.¹⁷ However, the proposed project does not add any new residential uses and will not expose project area residents or workers to excessive noise levels. Therefore the impact is **less than significant**.

h. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The project is not located within the vicinity of a private airstrip; therefore there is **no impact**.

¹⁷ Comprehensive Land Use Plan, Santa Clara County, Norman Y. Mineta San Jose International Airport. Adopted by Santa Clara County Airport Land Use Commission San Jose, California, May 25, 2011.

XIII. POPULATION AND HOUSING:

Would the project:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
-

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

As an operational flexibility improvement along an existing active rail corridor, the proposed project will not induce population growth in the area. Therefore, there is **no impact**.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The proposed project will not result in the displacement of any existing housing during or after the construction. Therefore, there is **no impact**.

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The proposed project will not result in the displacement of any existing housing. Proposed construction staging will be on an existing surface parking lot. Therefore, there is **no impact**.

XIV. PUBLIC SERVICES:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

Fire and Police Protection

The project site is entirely within the City of San Jose and is served by the San Jose Fire Department and San Jose Police Department. No roadway closures that could affect emergency response will be required (the roadway crossings in the project area are grade-separated). Therefore, the impact is **less than significant**.

Schools

The school closest to the project site is Learning Options on Lenzen Avenue, approximately 925 feet away. The proposed project will not provide or alter any school facilities, nor will it construct housing or induce growth into the area. Therefore, there is **no impact** to schools.

Parks

Theodore Lenzen Park is located approximately 500 feet west of the project limits and contains two playgrounds (ages 2-5, and ages 5-12).¹⁸ Cahill Park, comprised of 3.7 acres, is also situated slightly more than 500 feet southwest of the project limits.¹⁹ The proposed project will not provide or alter any park and recreational facilities, nor will it construct any housing or induce any growth into the area. Therefore, there is **no impact**.

Other Public Facilities

The proposed project will not require additional public services other than maintenance of the railroad right-of-way that would be provided by the JPB. Therefore, the proposed project will have **no impact** on other public facilities.

¹⁸ <http://sanjoseca.gov/facilities/Facility/Details/94>

¹⁹ <http://www.sanjoseca.gov/Facilities/Facility/Details/Cahill-Park-80>

XV. RECREATION:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The proposed project does not include any residential or commercial development that could increase use of an existing park or recreational facility. Therefore, there is **no impact**.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed project will not construct any new recreational facilities or expand any existing recreational facilities. Therefore, there is **no impact**.

XVI. TRANSPORTATION/TRAFFIC:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Long-Term Impacts

The proposed project will not result in any increase in existing traffic and is not in conflict with the San Jose 2040 General Plan. With respect to parking, the General Plan recommends a flexible approach that “balances business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages automobile use.”

As shown in **Figure 5**, the 84 parking spaces at the SAP Center will be replaced in coordination with the City of San Jose. The proposed re-stripping of the parking lot will result in no net loss of parking spaces. Therefore, transportation impacts will be **less than significant**.

Temporary Construction Impacts

Project related construction will generate traffic temporarily (such as haul trucks and construction worker commutes), but will not require any street closures and detours. Partial lane closures may be required temporarily during the delivery of materials to the construction site. This will be accomplished with construction flagman to guide traffic around the delivery zone. Therefore, temporary construction impacts to traffic and transportation are **less than significant**.

- b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Long-Term Impacts

The proposed project will not have any long-term effect on traffic congestion, hence the project will be consistent with all programs and policies related to congestion management. Therefore, there is **no impact**.

Temporary Construction Impacts

There may be negligible increase in traffic during construction. The impact is **less than significant**.

- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

The proposed project does not involve changes in air traffic. Therefore, there is **no impact**.

- d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

The proposed project will not create hazardous design features. The project involves addition of fourth track along an existing rail corridor and new signal controls as well as a small section of track to accommodate a crossover north of CEMOF. The proposed project does not introduce any incompatible or hazardous uses. Therefore, there is **no impact**.

- e. Result in inadequate emergency access?**

Long-Term Impacts

Emergency access will not be affected by the proposed project, the existing grade-separated crossings will remain in their current form and no new at-grade crossings will be created. Therefore, there is **no impact**.

Temporary Construction Impacts

Temporary construction activity will not require street closures. Therefore, there is **no impact**.

f. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Addition of fourth mainline track, new signal controls will not have any conflict with the San Jose General Plan 2040, San Jose bike plan 2020 or any other adopted policies, plans and programs supporting active transportation. This project is supportive of transit system reliability. Construction site and staging area will be fenced from public access, thus the temporary impact on parking and construction activity will not decrease the performance or safety of active transportation modes. Therefore, there is **no impact**.

XVII. UTILITIES AND SERVICE SYSTEMS:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The proposed project will not produce any wastewater. Therefore, there is **no impact**.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed project will not produce any wastewater nor any increase in water demand. Therefore, there is **no impact**.

c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Details of post-construction stormwater treatment measures will be determined as design advances. Impacts are anticipated to be **less than significant**.

d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The proposed project will not generate any new water demand. Water required for the project during construction (e.g., for dust control) will be minimal. Therefore, there is **no impact**.

e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The proposed project will not produce any wastewater. Therefore, there is **no impact**.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Solid waste generated by the proposed project will be limited to construction waste. Disposal of demolition and construction materials, including any hazardous wastes that may be encountered, will occur in accordance with federal, state, and local regulations. Disposal will occur at permitted landfills. Operation of the project will not result in additional solid waste disposal needs. Therefore, the impact is considered **less than significant**.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

The proposed project will comply with all federal, state, and local laws and regulations related to the disposal of solid waste. Therefore, there is **no impact**.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

CEQA Guidelines Section 15065(a) requires a finding of significance if a project “has the potential to substantially degrade the quality of the environment.” In practice, this is the same standard as a significant effect on the environment, which is defined in CEQA Guidelines Section 15382 as “a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.” This Draft IS, in its entirety, addresses and discloses all potential environmental effects associated with construction and operation of the proposed project. With incorporation of the mitigation measures identified in this document, no significant effects on the environment will occur and the project will not substantially degrade the quality of the environment.

The project will not reduce habitat of a fish or wildlife species. There are no wetlands or waterbodies present the project area, which is entirely urbanized. Pre-construction surveys will be conducted for nesting birds or bats that may utilize the railroad bridges and landscaping trees in

the project area. The project will not cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal.

The project will not eliminate important examples of the major periods of California history or prehistory. The project will not have a significant adverse effect on the San Jose Diridon Station Historic District. Archaeological monitoring will be conducted to avoid the potential for adverse effects on historic-era archaeological resources that may be present in the area. If previously unidentified cultural materials are unearthed during construction, work will be halted in that area until a qualified archaeologist can assess the significance of the find.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

The incremental effects of the proposed project have been analyzed in the context of past and current projects, which have contributed to the existing environmental conditions, and potential effects from other reasonably foreseeable future actions in the same area. The environmental factors on which the proposed project is anticipated to have no impact have not been considered in this analysis, as there will be no project-related contribution to any potential cumulative impact. For this analysis, past and present projects are not quantified; rather, they are considered to have contributed to the existing conditions outlined in this Draft IS. The Diridon Station Area Plan, and Caltrain Modernization Program and Caltrain/HSR blended system are the reasonably foreseeable future actions considered in this analysis.

Aesthetics

The aforementioned future projects would change the aesthetics of the area. The improvements and development associated with Diridon Station would enhance the aesthetics of the area by limiting visual impacts through the use of building requirements and restrictions. The Caltrain Modernization Program and Caltrain/HSR blended system would change the visual setting by introducing overhead catenary systems. In the context of these other changes in the visual environment, the incremental impact of construction to accommodate one additional track and six signal bridges would be less than cumulatively considerable. Cumulative impacts to aesthetics are not anticipated to be significant.

Air Quality

There would be no project-related long-term impact on air quality as the number of trains and locomotive operating parameters would not change; therefore, cumulative effects to long-term air quality levels are not evaluated in this analysis. Construction-related air quality impacts from the proposed project would be less than significant with incorporation of the outlined mitigation measures. In addition, the other reasonably foreseeable future projects would include air quality

mitigation measures to ensure potential construction-related impacts are minimized. The Caltrain Modernization Program is anticipated to be completed by 2020, and construction of the proposed project could coincide with portions of the construction associated with electrification. However, there are no major facilities/ construction activities (such as traction power facilities) associated with the electrification project within the project area for South Terminal Phase II. Minor additional construction emissions would result from the installation of overhead catenary. The Caltrain/HSR blended system is currently being evaluated for environmental impacts, and potential construction that may be required as part of that project is still being identified and would occur after construction of the proposed project. Therefore, potential incremental project-related impacts to air quality would be less than cumulatively considerable, and cumulative impacts to construction-related air quality are not anticipated to be significant.

Biological Resources

The only potential issue associated with biological resources from the proposed project is a possible presence of some urban-adapted wildlife species, including birds protected under the MBTA and bats protected by California Fish and Game Code. Mitigation measures including construction scheduling and field surveys should construction occur within nesting windows for these species would result in a less than significant impact. The EIR for the Caltrain Modernization Program also includes such mitigation measures. It is assumed that the Diridon Station Area Plan and Caltrain/HSR blended system projects would be subject to the same type of construction scheduling and surveys. Therefore, potential incremental project-related impacts to migratory birds and bats would be less than cumulatively considerable, and cumulative impacts to these biological resources are not anticipated to be significant.

Cultural Resources

Historic Resources

The Peninsula Corridor Electrification Project (PCEP) FEIR²⁰ states that the butterfly passenger shelters are the only historic district resource that would be directly impacted at the Diridon Station. The installation of poles and OCS at the Diridon Station could result in a change to the historic district; however, the mitigation measures outlined in the FEIR would reduce impacts to less than significant.

The Final EIR (FEIR) for the Diridon Station Area Plan states that “implementation of the conceptual station expansion plan would not directly affect Diridon Station as an individual resource but would result in a significant impact to the Diridon Station [Southern Pacific Depot] historic district directly through the potential removal of contributing elements and indirectly through new construction and circulation improvements that affect its setting and character.” Because the design had not been finalized and the City of San Jose was not the lead agency, it could not be determined that the proposed mitigation measures in the EIR would reduce the

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http://www.caltrain.com/projectsplans/CaltrainModernization/Modernization/PeninsulaCorridorElectrificationProject/PCEP_FEIR_2014.html

impact to less than significant. The Caltrain/HSR blended system EIR is ongoing, and it is unknown whether the Southern Pacific Depot historic district would be affected.

Based on the Finding of Effect for the proposed project (Appendix D), there is no “substantial adverse change” to the historic district and no significant impact from the South Terminal Phase II project; therefore, the incremental impacts from the proposed project are less than cumulatively considerable.

Archeological Resources

The proposed project and the aforementioned reasonably foreseeable future construction projects in the area that include ground disturbance have the potential to impact archeological resources. There are no known archeological resources in within the project limits. The project limits will be monitored during construction to avoid potential impacts to unknown historic-era archeological resources. As a result, incremental impacts to archeological resources from the proposed project are considered to be less than cumulatively considerable.

The Caltrain Electrification FEIR states that prior to any planned or construction, pedestrian archeological surveys will be performed to determine the prehistoric, ethnographic, and historic archeological resources in the areas proposed for catenary system pole placement and vegetation maintenance. The proposed mitigation measures in the FEIR are anticipated to reduce potential impacts to less than significant levels. The Caltrain/HSR blended system EIR is ongoing and potential impacts to archeological resources are unknown. It is anticipated that archeological surveys to identify potential impacts would be conducted and mitigation measures would be developed accordingly. Cumulative effects to archeological resources are not anticipated to be significant.

Greenhouse Gas Emissions

The proposed project would contribute greenhouse gas emissions during construction, but temporary greenhouse gas emissions are not considered significant. There would be no project-related long-term impact on greenhouse gas emissions because the number of trains and locomotive operating parameters would not change. Therefore, the impact of the project is less than cumulatively considerable.

Hazards and Hazardous Materials

The proposed project and the aforementioned reasonably foreseeable future construction projects in the area that include ground disturbance have the potential to encounter hazardous materials, as is expected for construction projects in urban areas. The proposed project includes mitigation measures to identify and dispose of potentially contaminated materials, specifically those related to construction within the limits of the existing SAP Center parking lot. The reasonably foreseeable future actions would be subject to the same regulatory requirements governing identification and disposal of any contaminated soils or materials. Therefore, potential incremental project-related impacts associated with hazardous materials would be less than cumulatively considerable, and cumulative impacts are not anticipated to be significant.

Noise

Long-term project-related noise impacts would be less than significant. Although the proposed project will add a fourth track, it would be situated on the east side of the rail corridor in the vicinity of existing industrial and commercial uses that are not noise-sensitive. While electric trains are quieter than diesel locomotives, the increase in the frequency of service (and potentially speed) under the Caltrain Modernization Program and Caltrain/HSR blended system could increase train noise impacts to sensitive receptors. The FEIR for the Modernization Program states that there will be less than significant increases in noise levels from trail horns and crossing bells and from special track work. Noise increases are not anticipated for curving noise (wheel squeal) or other facilities associated with electrification.

The Caltrain/HSR blended system EIR is ongoing and potential noise impacts are unknown. As noted in the FEIR, build-out of the Diridon Station Area Plan would result in a significant unavoidable impact at existing noise-sensitive land uses adjacent to segments of Julian Street, Park Avenue, and San Carlos Street due to substantial increases in traffic noise. Potential incremental long-term project-related contributions to cumulative noise levels would be less than cumulatively considerable.

Construction-related noise from the proposed project would be less than significant with incorporation of the outlined mitigation measures. The Los Gatos Creek bridge replacement project, Diridon Station Area Plan, and the Caltrain Modernization Program have outlined measures to mitigate construction noise, and it is anticipated that the EIR for the Caltrain/HSR blended system would outline appropriate mitigation measures for construction-related noise. Therefore, potential incremental project-related noise impacts associated with construction would be less than cumulatively considerable, and cumulative impacts to construction-related noise levels are not anticipated to be significant.

Transportation and Traffic

As shown in **Figure 5**, although 84 parking spaces would be taken for the proposed project, the proposed re-striping of the SAP Center parking lot would result in no net loss of parking spaces. Therefore, impacts to transportation and traffic as it relates to parking at the SAP Center would be less than significant. None of the other reasonably foreseeable future actions would affect the SAP Center parking lot. There would be no project-related long-term impact on traffic and transportation because the number of trains and locomotive operating parameters would not change; therefore, cumulative effects to traffic and levels of service are not evaluated further in this analysis.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The proposed project would result in temporary (construction-related) air quality and noise impacts; however, with the previously outlined mitigation measures, these direct impacts on

human beings would be **less than significant**. In addition, there would be no indirect impacts on human beings with the proposed project.