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# **Three Creeks Trail Pedestrian Bridge Project**

## **Initial Study**

**City of San José**

November 2013



# Contents

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Section	Page
<b>Acronyms and Abbreviations.....</b>	<b>v</b>
<b>1 Background Information .....</b>	<b>1-1</b>
1.1 Project Title.....	1-1
1.2 Lead Agency Name and Address .....	1-1
1.3 Lead Agency Contact Person and Phone Number .....	1-1
1.4 Project Location .....	1-1
1.5 General Plan Designation .....	1-1
1.6 Zoning .....	1-1
1.7 Background and Description of the Project.....	1-1
<b>2 Environmental Determination.....</b>	<b>2-1</b>
2.1 Environmental Factors Potentially Affected.....	2-1
2.2 Determination .....	2-1
<b>3 Evaluation of Environmental Impacts .....</b>	<b>3-1</b>
3.1 Aesthetics .....	3-1
3.1.1 Setting.....	3-1
3.1.2 Impacts Analysis .....	3-1
3.2 Agriculture and Forest Resources.....	3-2
3.2.1 Setting.....	3-2
3.2.2 Impacts Analysis .....	3-2
3.3 Air Quality .....	3-3
3.3.1 Setting.....	3-3
3.3.2 Impacts Analysis .....	3-3
3.4 Biological Resources .....	3-6
3.4.1 Setting.....	3-7
3.4.2 Impact Analysis .....	3-9
3.5 Cultural Resources .....	3-13
3.5.1 Setting.....	3-13
3.5.2 Impacts Analysis .....	3-13
3.6 Geology and Soils.....	3-14
3.6.1 Setting.....	3-15
3.6.2 Impacts Analysis .....	3-15
3.7 Greenhouse Gas Emissions.....	3-16
3.7.1 Setting.....	3-17
3.7.2 Impact Analysis .....	3-17
3.8 Hazards and Hazardous Materials .....	3-18
3.8.1 Setting.....	3-19
3.8.2 Impacts Analysis .....	3-19
3.9 Hydrology and Water Quality .....	3-20
3.9.1 Setting.....	3-21
3.9.2 Impact Analysis .....	3-22
3.10 Land Use and Planning.....	3-24
3.10.1 Setting.....	3-24
3.10.2 Impact Analysis .....	3-24
3.11 Mineral Resources .....	3-25

<b>Section</b>	<b>Page</b>
3.11.1 Setting.....	3-25
3.11.2 Impact Analysis.....	3-25
3.12 Noise.....	3-25
3.12.1 Setting.....	3-26
3.12.2 Impact Analysis.....	3-26
3.13 Population and Housing.....	3-27
3.13.1 Setting.....	3-27
3.13.2 Impact Analysis.....	3-28
3.14 Public Services.....	3-28
3.14.1 Setting.....	3-28
3.14.2 Impact Analysis.....	3-29
3.15 Recreation.....	3-29
3.15.1 Setting.....	3-29
3.15.2 Impact Analysis.....	3-30
3.16 Transportation/Traffic.....	3-30
3.16.1 Setting.....	3-31
3.16.2 Impact Analysis.....	3-31
3.17 Utilities and Service Systems.....	3-32
3.17.1 Setting.....	3-32
3.17.2 Impact Analysis.....	3-32
3.18 Mandatory Findings of Significance.....	3-33
<b>4 References.....</b>	<b>4-1</b>

**Appendix**

A Construction Emissions Calculations

**Tables**

1 Project Construction Emissions and Comparisons to 2010 BAAQMD CEQA Thresholds.....	3-4
2 Project Construction Greenhouse Gas Emissions (Metric Tons).....	3-17

**Figures**

1 Project Location Map.....	1-2
2 Bridge General Plan.....	1-5
3a Bridge Schematic Drawing, Plan View.....	1-7
3b Bridge Schematic Drawing, Elevation.....	1-9
4 Vegetation Map.....	3-8

# Acronyms and Abbreviations

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BAAQMD	Bay Area Air Quality Management District
BMP	best management practice
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGP	Construction General Permit
CH <sub>4</sub>	methane
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
GHG	greenhouse gas
IS/MND	Initial Study and Mitigated Negative Declaration
N <sub>2</sub> O	nitrous oxide
NO <sub>x</sub>	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
OHWM	ordinary high water mark
PM <sub>2.5</sub>	particulate matter with aerodynamic diameter equal to or less than 2.5 microns
PM <sub>10</sub>	particulate matter with aerodynamic diameter equal to or less than 10 microns
ROG	reactive organic gases
SFBRWQCB	San Francisco Bay Regional Water Quality Control Board
SRA	Shaded Riverine Aquatic (type of habitat)
SWPPP	stormwater pollution prevention plan
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service



# Background Information

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## 1.1 Project Title

Three Creeks Trail Pedestrian Bridge Project

## 1.2 Lead Agency Name and Address

City of San José  
200 E. Santa Clara Street  
San José, CA 95113

## 1.3 Lead Agency Contact Person and Phone Number

John Davidson, Senior Planner  
Planning Division  
Department of Planning, Building and Code Enforcement  
City of San José  
Phone: (408) 535-7895  
Email: john.davidson@sanjoseca.gov

## 1.4 Project Location

The Three Creeks Trail Pedestrian Bridge Project is in Willow Glen, a neighborhood of San José, CA. The project is situated between a residential neighborhood and a commercial/industrial area on a crossing over Los Gatos Creek between Lonus Street and Coe Avenue (latitude 37°18'53.16"N, longitude 121°54'13.00"W).

## 1.5 General Plan Designation

The General Plan designation is primarily Open Space, Parklands and Habitat, with Residential Neighborhood occurring to the south, and Light Industrial occurring to the north.

## 1.6 Zoning

The project location spans two zoning designations as follows:

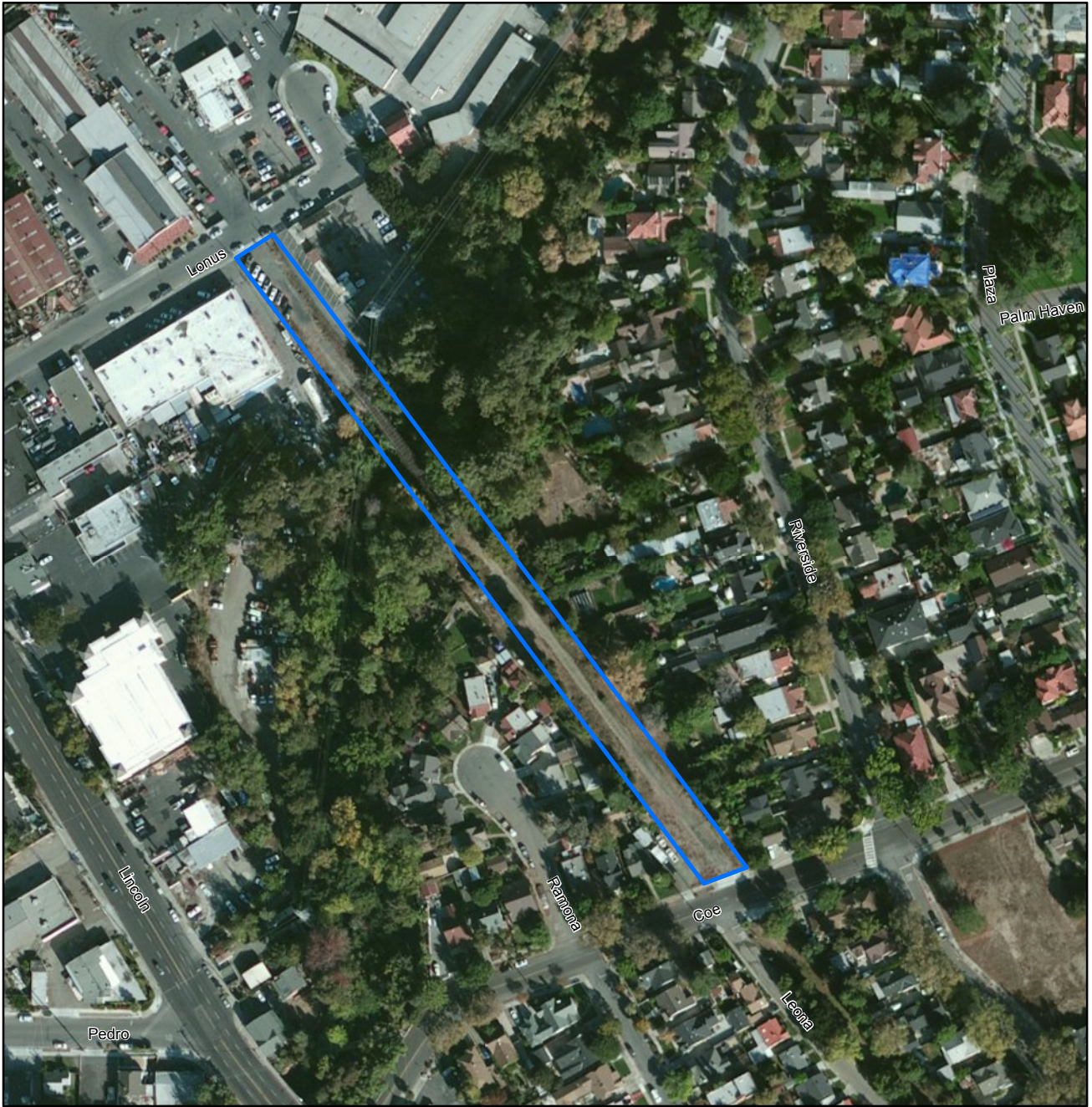
- R-1-8: Single Family Residential on the south
- LI: Light Industrial on the north

## 1.7 Background and Description of the Project

The City of San José is in the process of developing the Los Gatos Creek Trail and the Three Creeks Trail as part of a citywide effort to improve the pedestrian and bicycle trail system. In 2004, the City of San José completed an environmental impact assessment for the Los Gatos Creek Trail, Reach 4 project, including the existing railroad trestle that is the subject of the current analysis (see Figure 1, Project Location).<sup>1</sup> The assessment was completed pursuant to the California Environmental Quality Act (CEQA), and consisted of an Initial Study and Mitigated Negative Declaration (Los Gatos Creek Trail, Reach 4 IS/MND) (City Project No. PP04-01-014).

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<sup>1</sup> The entire Reach 4 project, as described in the Initial Study, includes trail improvements from Coe Avenue in Willow Glen to Auzerais Avenue in Midtown San José, and is part of the larger 19-mile Los Gatos Trail system from Lexington Reservoir to the Guadalupe River confluence in Downtown San José. The trail would be a Class I (off-street, paved) pedestrian and bicycle facility and would be approximately 12 feet wide.

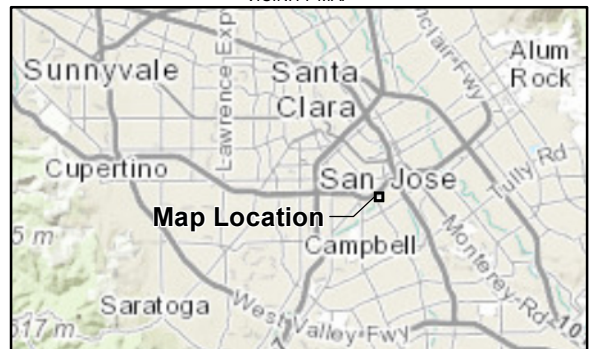


VICINITY MAP

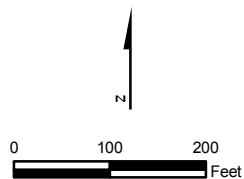
Source: Esri (2010).

LEGEND

 Project Location



**FIGURE 1**  
**Project Location Map**  
 Three Creeks Pedestrian Bridge Project  
 City of San Jose  
 San Jose, CA





The documents were approved and issued on June 28, 2004, and a CEQA Notice of Determination was filed on December 2, 2004. The railroad trestle repairs were described in the 2004 CEQA document based on what was known at the time, and did not include work within Los Gatos Creek.

The existing railroad trestle was part of a railroad spur within the San José Willow Glen neighborhood, and was recently acquired by the City. The trestle is in a state of disrepair that does not allow for bicycle and pedestrian use. The proposed project would provide bicycle and pedestrian access on a new bridge structure that would connect to both the Los Gatos Creek and Three Creeks trails. Because of the changed nature of the project, this CEQA Initial Study updates the previous analysis (PP04-01-014) for the bridge crossing.

The project would replace the existing wood trestle with a pre-fabricated, 210-foot-long, single-span steel truss bridge with a poured concrete deck (see Figures 2, 3a, and 3b). The new bridge would be on the same alignment as the existing bridge. The wood abutments would be replaced with new concrete abutments supported on driven H-piles. There would be no permanent supports in the creek. Temporary supports might be needed for erection of the new bridge. Small retaining walls would be installed adjacent to the new bridge abutments to allow for the future Los Gatos Creek trail connection to the northeast and for a viewing area on the south side of the new bridge.

The demolition of the existing bridge would require operation of cranes, excavators, and loaders along the length of the bridge. A work lane, approximately 20 feet wide, would be established along the upstream side of the bridge running parallel to the full length of the bridge. The existing trestle deck is supported by a total of 81 wood piles, with additional support from wood braces. Pile removal techniques would include the following complete- and partial-removal methods:

- Vertical pulling involves gripping the pile with a chain, cable, or collar, and pulling with an excavator or hydraulic crane.
- Vibratory extraction involves attaching a vibratory hammer to the pile to break the seal between the pile and the soil and pulling with a crane or excavator from the top of the existing bridge deck.
- Horizontal snapping or breaking typically involves pushing or pulling the pile laterally to break off the pile near the ground line.
- Subsurface cutting involves using hydraulic or pneumatic saws or shears attached to an excavator to cut the pile below the ground line.

The piles and bridge deck are composed mostly of creosote-treated wood, and demolition would generate a large amount of treated wood waste. Requirements for water quality control during demolition are described in Sections 3.4.2 and 3.8.2. Construction debris would be disposed of in accordance with California Department of Toxic Substances Control regulations for treated wood waste.

The construction of the new bridge would involve excavating ground for the abutments and retaining walls using backhoes and excavators, pile driving of H-piles, placement of reinforcing steel and concrete, assembly of a pre-fabricated steel truss bridge using large cranes, and placement of a concrete deck on the bridge using a concrete pump truck. The approaches to the bridge would be prepared by placing sub-base and then placing concrete pavement. Aggregate paving would be provided to connect the new bridge approaches to the existing dirt trails.

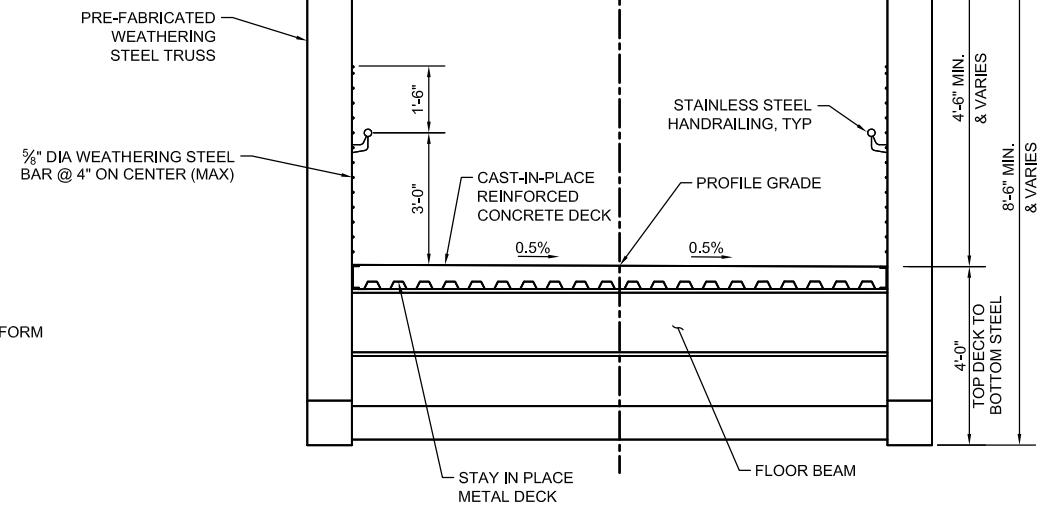
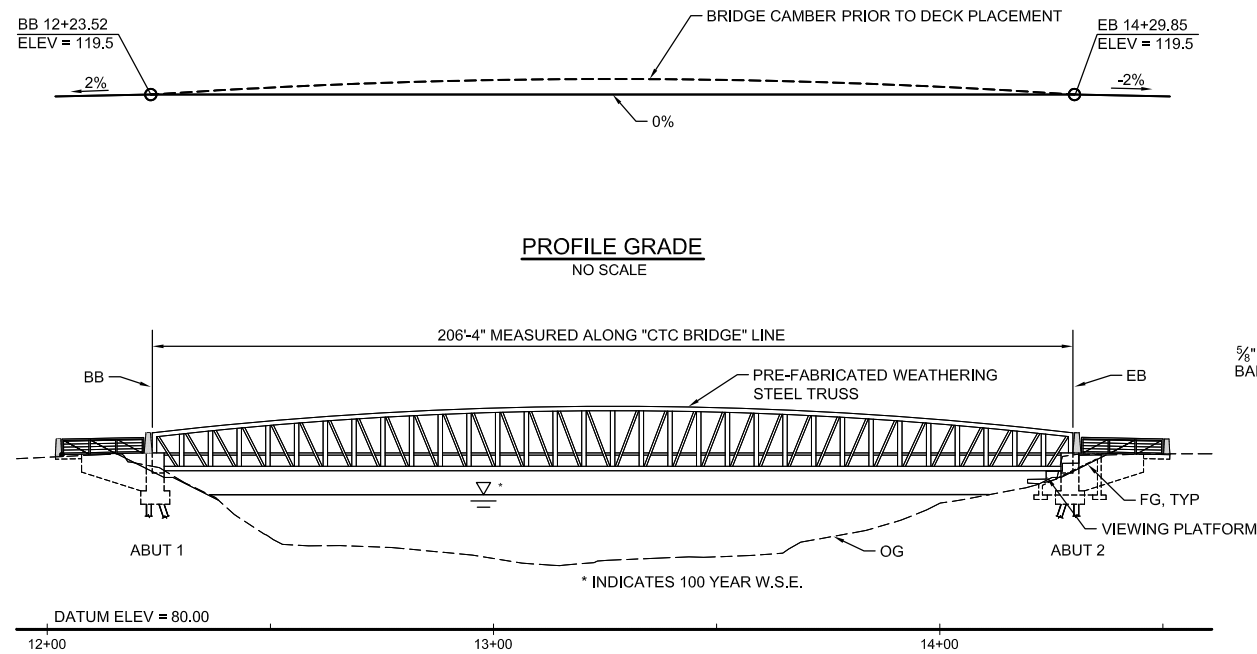
There are no large-diameter trees directly under the trestle, but some nearby tree branches hang over the trestle. Overhanging branches would need to be pruned, and in some cases nonnative trees would be removed to allow equipment access. It is not expected that any native trees would be removed.

Partial dewatering of the creek bed may be necessary to protect water quality during demolition and to provide more accessibility for the demolition and construction equipment. Methods considered would involve diverting all creek flow in a temporary culvert or open channel, or adding clean washed gravel or gravel bags to divert flow to one side of the creek bed while providing a work platform on the opposite side of the creek.

Construction is expected to begin in June of 2014 and last for approximately 4 months.

This document is intended to support additional permits and discretionary approvals that might be needed to gain full approval for the project. As part of the project, all required permits would be acquired before the start of construction. The following permits are expected at this time to be needed to complete the project:

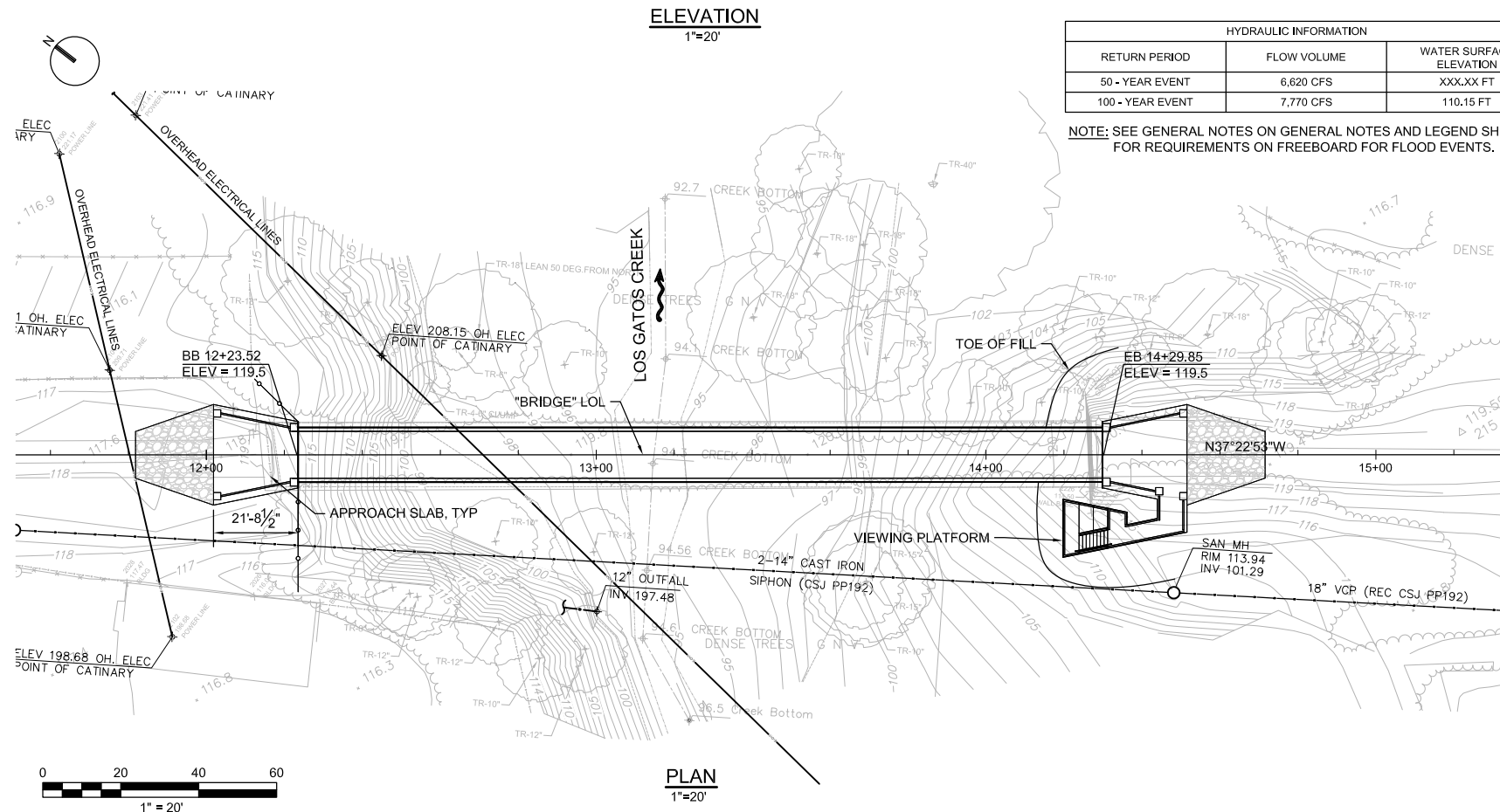
- San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) – Section 401 Water Quality Certification pursuant to the Clean Water Act
- U.S. Army Corps of Engineers (USACE) – San Francisco District – Clean Water Act Section 404 permit for dredging or removal of sediments and placement of fill within waters of the U.S., including wetlands; as part of the Section 404 process the USACE would consult with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service regarding federally listed special-status species
- USFWS – Protection of federally listed endangered species, under Section 7 of the federal Endangered Species Act of 1973
- National Marine Fisheries Service – Consultation for protection of federally listed migratory fish species under the federal Endangered Species Act and essential fish habitat for commercial species (Magnuson-Stevens Act)
- California Department of Fish and Wildlife (CDFW) – Protection of California species listed under the California Endangered Species Act and development of Section 1602 Lake or Streambed Alteration Agreement



HYDRAULIC INFORMATION		
RETURN PERIOD	FLOW VOLUME	WATER SURFACE ELEVATION
50 - YEAR EVENT	6,620 CFS	XXX.XX FT
100 - YEAR EVENT	7,770 CFS	110.15 FT

NOTE: SEE GENERAL NOTES ON GENERAL NOTES AND LEGEND SHEET FOR REQUIREMENTS ON FREEBOARD FOR FLOOD EVENTS.

**TYPICAL SECTION**  
1/2" = 1'-0"



**INDEX TO PLANS**

- S-1 BRIDGE GENERAL PLAN
- S-2 GENERAL NOTES AND LEGEND
- S-3 FOUNDATION PLAN
- S-4 ABUTMENT LAYOUT AND DETAILS
- S-5 WINGWALL DETAILS
- S-6 PLATFORM LAYOUT
- S-7 PLATFORM DETAILS (SHEET 1 OF 2)
- S-8 PLATFORM DETAILS (SHEET 2 OF 2)
- S-9 ARCHITECTURAL DETAILS (SHEET 1 OF 3)
- S-10 ARCHITECTURAL DETAILS (SHEET 2 OF 3)
- S-11 ARCHITECTURAL DETAILS (SHEET 3 OF 3)
- S-12 ERECTION DETAILS
- S-13 LOG OF TEST BORINGS

**NOTES:**

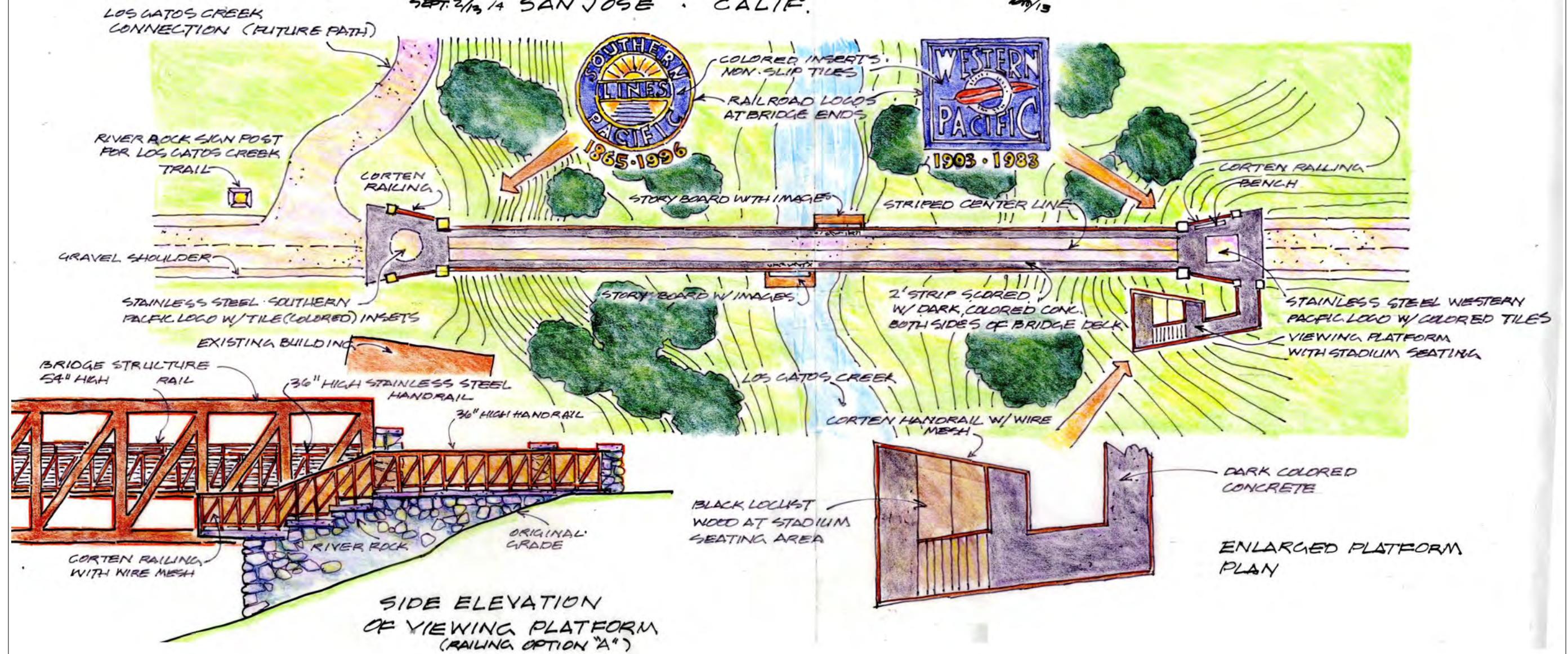
1. CONTRACTOR TO PROTECT ALL EXISTING UTILITIES AND TREES IN PLACE, UNLESS OTHERWISE NOTED.

Preliminary

**FIGURE 2**  
**Bridge Plan**  
Three Creeks Pedestrian Bridge Project  
City of San Jose  
San Jose, CA

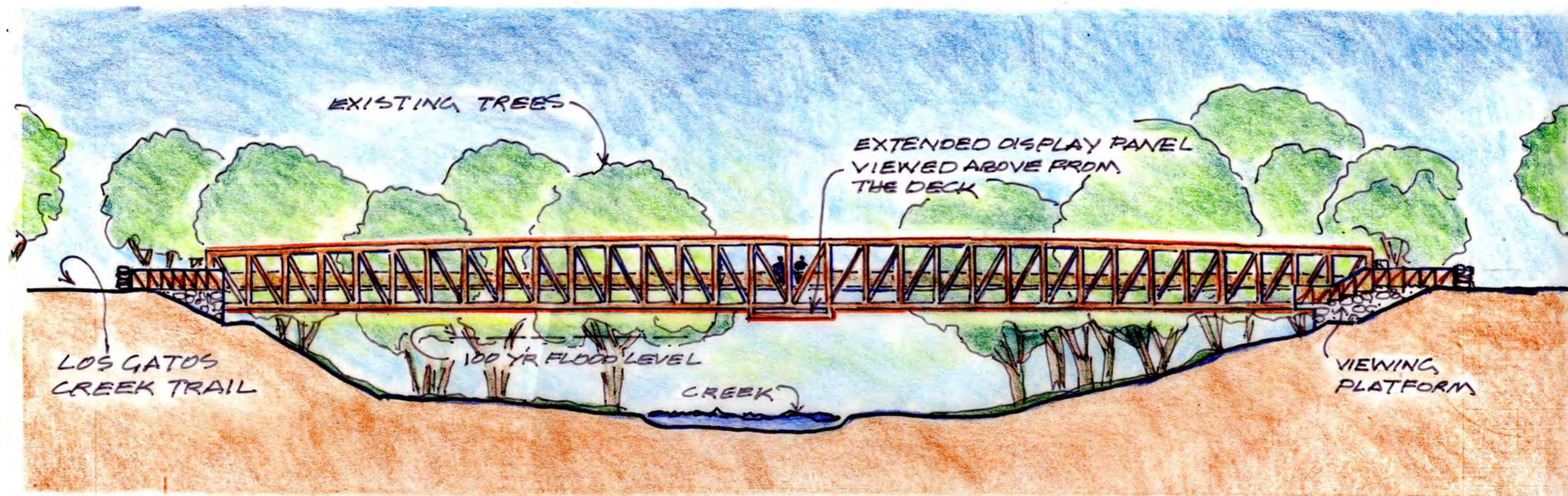
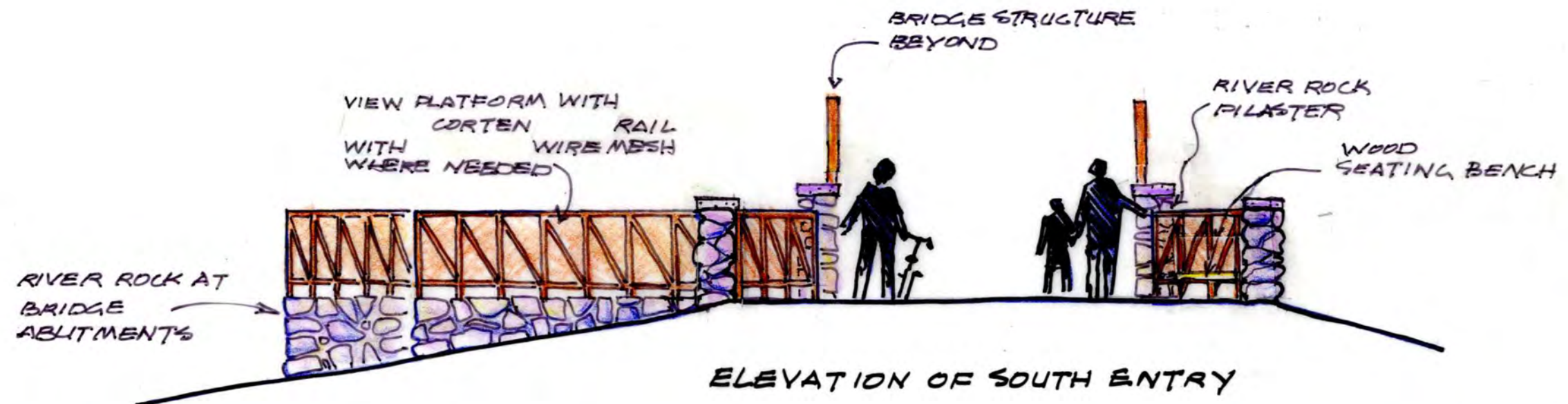


PLAN FOR LOS GATOS CREEK REPLACEMENT BRIDGE  
 SEPT. 2/13/14 SAN JOSE, CALIF. 20/13



**FIGURE 3a**  
**Schematic Plan View**  
 Three Creeks Pedestrian Bridge Project  
 City of San Jose  
 San Jose, CA





ELEVATION OF SCHEME FIVE FOR LOS GATOS CREEK . JULY-AUG. 6/13  
 BRIDGE REPLACEMENT . SAN JOSE . CALIF. PM/13

**FIGURE 3b**  
**Schematic Elevation Drawing**  
 Three Creeks Pedestrian Bridge Project  
 City of San Jose  
 San Jose, CA





# Environmental Determination

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## 2.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project; that is, they would involve at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture Resources         | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources            | <input type="checkbox"/> Geology/Soils                      |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Land Use/Planning        | <input type="checkbox"/> Mineral Resources             | <input 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 type="checkbox"/> Mandatory Findings of Significance |

## 2.2 Determination

Determination: (To be completed by the Lead Agency)

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 ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

\_\_\_\_\_  
Agency:



# Evaluation of Environmental Impacts

## 3.1 Aesthetics

### Aesthetics Checklist

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.1.1 Setting

The project site is within an urbanized area of the San José city limits adjacent to a residential neighborhood and commercial/industrial district. Presently, the project area consists of an unused railroad trestle. Due to the current state of the bridge, there is no current use of the bridge by nearby residents.

#### 3.1.2 Impacts Analysis

**a. Would the project have a substantial adverse effect on a scenic vista?**

*NO IMPACT.* The project is not located in an area considered as a scenic vista and would have no impact.

**b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

*NO IMPACT.* The proposed project is not located within a state scenic highway and would have no impact.

**c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**

*LESS-THAN-SIGNIFICANT IMPACT.* Although most of the trail is not visible to nearby residents, during construction some equipment may be visible. Construction activities would be temporary, lasting approximately 4 months. Once complete, the area would be restored to the extent practicable, including the replanting of trees that may be removed during construction (see Section 3.4, Biological Resources). Replacement of the existing trestle with a usable bicycle/pedestrian bridge is expected to introduce views of Los Gatos Creek in this area to trail users, which would enhance appreciation of the creek corridor.

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

*NO IMPACT.* The project would not include any additional lighting and therefore would not adversely affect daytime or nighttime views in the area.

## 3.2 Agriculture and Forest Resources

### Agriculture and Forest Resources Checklist

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	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 (PRC) Section 12220(g)) or timberland (as defined in PRC 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"/>

### 3.2.1 Setting

The bridge would be constructed within an existing railroad right-of-way with surrounding residential and commercial/industrial land uses. The location of the crossing over Los Gatos Creek is designated as open space by the City of San José.

### 3.2.2 Impacts Analysis

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

*NO IMPACT.* The proposed project is not located on or near land designated for agricultural use as defined by the Farmland Mapping and Monitoring Program or the Williamson Act. The project would not be located on agricultural land nor would it convert agricultural lands to non-agricultural use.

- b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

*NO IMPACT.* The proposed project is not located on land zoned for agriculture or under a Williamson Act contract.

- c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC section 1220(g)) or timberland (as defined in PRC section 4526)?**

*NO IMPACT.* No forest or timber land is present at the project site or in the project vicinity. No forest land would be affected by the project.

**d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

*NO IMPACT.* No forest land is present at the project site or in the project vicinity. No forest land would be affected by the project.

**e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use?**

*NO IMPACT.* The project would not involve other changes that could result in the conversion of farmland to non-agricultural use.

### 3.3 Air Quality

#### Air Quality Checklist

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	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 checked="" type="checkbox"/>	<input 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 (O <sub>3</sub> ) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.3.1 Setting

The proposed project is located in Santa Clara County within the San Francisco Bay Area air basin. Santa Clara County is currently designated as nonattainment for the federal standards for ozone and particulate matter with aerodynamic diameter equal to or less than 2.5 microns (PM<sub>2.5</sub>), and maintenance for carbon monoxide (CO). Under state standards, the project area is designated as nonattainment for ozone, particulate matter with aerodynamic diameter equal to or less than 10 microns (PM<sub>10</sub>), and PM<sub>2.5</sub>. The project area is designated as attainment/unclassified for all other pollutants.

Construction activities have the potential to generate air pollutants that degrade air quality and increase local human exposure to air contaminants. The Bay Area Air Quality Management District (BAAQMD) has published guidelines for evaluating, measuring, and mitigating a project's air quality impacts, including impacts associated with criteria air pollutants (such as ozone and particulate matter) and toxic air contaminants (BAAQMD, 2012).

#### 3.3.2 Impacts Analysis

**a. Would the project conflict with or obstruct implementation of the applicable air quality plan?**

*LESS-THAN-SIGNIFICANT IMPACT.* The most recent air quality plan prepared by BAAQMD in response to federal planning requirements is the *San Francisco Bay Area 2001 Ozone Attainment Plan for the 1-hour National Ozone Standard* (BAAQMD, 2001). BAAQMD also adopted the *Bay Area 2010 Clean Air Plan* in

September 2010, which provides an integrated, multi-pollutant control strategy to reduce emissions of ozone, particulates, air toxics, and greenhouse gases (GHGs) (BAAQMD, 2010a). The project would be constructed in compliance with the applicable BAAQMD regulations and policies and best management practices (BMPs), and would be implemented to reduce criteria pollutants emissions. In addition, as discussed below, construction emissions would be below the BAAQMD CEQA significance threshold. Therefore, the project construction activity would be consistent with the regional and local air quality planning strategy.

Operational emissions from the project and the subsequent air quality impact are expected to be negligible because the bridge is for bicycle and pedestrian access.

**b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

*LESS-THAN-SIGNIFICANT IMPACT.* Construction of the proposed project would cause temporary minor increases in ambient air pollutant concentrations. However, given that construction activities would be temporary, long-term impacts would not occur.

BAAQMD adopted new CEQA thresholds of significance in June 2010 (BAAQMD, 2010b). Although the adoption of the new thresholds are the subject of recent judicial actions (BAAQMD, 2012), the Lead Agency concluded that Appendix D of the BAAQMD CEQA Air Quality Guidelines (BAAQMD, 2010b), in combination with BAAQMD's *Revised Draft Options and Justification Report* (BAAQMD, 2009), provide substantial evidence to support the BAAQMD recommended thresholds. Therefore, the BAAQMD 2010 thresholds were used in this analysis to evaluate the significance of the project's impacts.

Short-term construction emissions of ozone precursors (oxides of nitrogen [NOx] and reactive organic gases [ROG]), PM<sub>10</sub>, and PM<sub>2.5</sub> were evaluated. Construction emissions from offroad construction equipment were estimated using the latest version of URBEMIS2007 (version 9.2.4). Emissions from onroad vehicles including the delivery trucks, pickup trucks, and workers commute vehicles were calculated using the emission factors from the EMFAC2011 (CARB, 2011) program for the year 2014 vehicle fleet in the Bay Area air basin. Project-specific construction schedules and equipment usage were used as inputs to URBEMIS2007. The defaults in the URBEMIS2007 program were used to determine the horsepower rating and load factors of the construction equipment. Appendix A contains the complete construction emission calculations and assumptions used. Estimated construction emissions would be below BAAQMD thresholds, as shown in Table 1.

TABLE 1

**Project Construction Emissions and Comparisons to 2010 BAAQMD CEQA Thresholds**

	ROG (lb/day)	CO (lb/day)	NOx (lb/day)	SOx (lb/day)	PM <sub>10</sub> Exhaust (lb/day)	PM <sub>2.5</sub> Exhaust (lb/day)	PM <sub>10</sub> Fugitive Dust (lb/day)	PM <sub>2.5</sub> Fugitive Dust (lb/day)
2014 (Average Daily)	4.85	21.88	48.3	0.01	1.82	1.67	2.60	0.56
BAAQMD 2010 Threshold (Daily Average Emissions, lb/day)	54	None	54	None	82	54	BMP	BMP
Exceed BAAQMD CEQA Threshold?	No	NA	No	NA	No	No	No	No

Notes:

Thresholds are from BAAQMD CEQA Guidelines (BAAQMD, 2010b)

NA = not applicable

SOx = sulfur oxide

Construction emissions would be below the BAAQMD proposed CEQA thresholds, and the project operations would not result in a significant increase in air emissions. The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. In addition, the proposed project would implement applicable criteria pollutant control measures identified by the BAAQMD in its latest CEQA guidelines (BAAQMD, 2012). Applicable construction emission control measures may include, but are not limited to, the following:

- All exposed surfaces (for example, parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered twice per day.
- All haul trucks transporting soil, sand, or other loose material offsite shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once a day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of *California Code of Regulations*). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
- A publicly visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and therefore would have less-than-significant impacts.

**c. Would the project 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)?**

*LESS-THAN-SIGNIFICANT IMPACT.* In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable (BAAQMD, 2010c). Projects that do not exceed the significance thresholds are not considered to be cumulatively significant. As described above, project construction emissions would be lower than the BAAQMD significance thresholds. Additionally, the construction emissions would be temporary, and the maximum daily emissions would occur for only a portion of the construction period. Because the project would emit pollutants below the thresholds of significance for an individual project, it would not result in a cumulative considerable emission increase of non-attainment pollutants (PM<sub>10</sub>, PM<sub>2.5</sub>, and the ozone precursors NO<sub>x</sub> and ROG), and the air quality impact on non-attainment criteria pollutants would be less than significant.

**d. Would the project expose sensitive receptors to substantial pollutant concentrations?**

*LESS-THAN-SIGNIFICANT WITH MITIGATION INCORPORATED.* As discussed in previous sections, project construction emissions would be temporary and below the CEQA threshold and therefore would not expose nearby receptors to a substantial amount of criteria pollutants. Exhaust emissions from

construction equipment contain toxic air contaminants, such as diesel particulate matter, that have potential cancer and non-cancer chronic health effects.

The construction site is bounded by industrial/commercial land use on the north and west side. The closest residential receptor is approximately 175 feet to the east, and the closest school is more than 3,000 feet from the construction site. Although there are residential areas near the construction site, construction activities would only last several months and would be limited to a relatively small area where only a few pieces of construction equipment would be operating at a time. Exposures to the toxic air contaminant emissions from the construction activities would be short term in nature, and long-term exposure to diesel particulate matter from construction would not occur. In addition, the project construction is required to implement the BMPs and follow the emission control measures described in the CEQA guideline, including minimizing idling times and maintaining equipment in good condition. These measures will help minimize the exposure of nearby sensitive receptors to the construction-related pollutants. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations. No impacts are anticipated during project operation.

**e. Would the project create objectionable odors affecting a substantial number of people?**

*LESS-THAN-SIGNIFICANT IMPACT.* The use of diesel construction equipment during project construction may generate minor odors near the equipment. Construction emissions would be temporary and are not expected to create objectionable odors affecting a substantial number of people. Project operation would not emit odorous compounds. Therefore, the proposed project is unlikely to be a source of objectionable odors that would affect a substantial number of people.

## 3.4 Biological Resources

### Biological Resources Checklist

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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 Game 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, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA) (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



## Biological Resources Checklist

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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 or regional habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.4.1 Setting

The project site is within a highly developed area in central San José. Three biotic habitats were identified within the project area: mixed riparian forest; developed/ruderal; and aquatic (see Figure 4).

#### 3.4.1.1 Mixed Riparian Forest Habitat

**Vegetation.** The riparian vegetation that characterizes the project site consists of native trees, including red willow (*Salix laevigata*), arroyo willow (*S. lasiolepis*), box elder (*Acer negundo*), California black walnut (*Juglans hindsii*), California black cottonwood (*Populus trichocarpa*), and nonnative trees, including black locust (*Robinia pseudoacacia*), tree of heaven (*Alianthus altissima*), and blue gum (*Eucalyptus globulus*). Native and nonnative tree sizes range from 5 to 20 inches in diameter at a height of 24 inches above natural grade. The understory and groundcover is dominated by a mix of riparian and ruderal species, including California blackberry (*Rubus ursinus*), mugwort (*Artemisia douglasiana*), Smilo grass (*Stipa milacea*), cocklebur (*Xanthium strumarium*), and fennel (*Foeniculum vulgare*), as well as the invasive giant reed (*Arundo donax*) and English ivy (*Hedera helix*). Most of the ruderal species extend into the riparian understory from adjacent nonnative herbaceous habitat. Approximately 0.53 acre of mixed riparian forest lies within the project area.

**Wildlife.** The presence of year-round water and abundant invertebrate fauna provide foraging opportunities for wildlife, and the diverse habitat structure provides cover and nesting opportunities. The riparian vegetation within the project area typically provides habitat for wintering and migrating birds, such as the ruby-crowned kinglet (*Regulus calendula*) and yellow-rumped warbler (*Dendroica coronata*), and breeding habitat for migrants, such as warbling vireo (*Vireo gilvus*), orange-crowned warbler (*Vermivora celata*), Wilson's warbler (*Wilsonia pusilla*), and black-headed grosbeak (*Pheucticus melanocephalus*). Other birds found within riparian areas of San José are the black phoebe (*Sayornis nigricans*), spotted towhee (*Pipilo maculatus*), and Swainson's thrush (*Catharus ustulatus*). The mixed understory in this habitat likely supports a variety of mammals, reptiles, and amphibians, including raccoons (*Procyon lotor*), garter snakes (*Thamnophis* spp.), and Pacific treefrogs (*Pseudacris regilla*).

#### 3.4.1.2 Aquatic Habitat

Aquatic habitat is considered to have significant value to wildlife resources. The bridge impact area overlaps with the aquatic habitat of Los Gatos Creek at the existing railroad trestle bridge. Los Gatos Creek provides habitat for a variety of fishes, including the following native species: hitch (*Lavinia exilicauda*), Sacramento sucker (*Catostomus occidentalis*), Central Valley Chinook salmon (*Oncorhynchus tshawytscha*), and Central California Coast steelhead (*Oncorhynchus mykiss*). The relatively dense riparian forest provides Shaded Riverine Aquatic (SRA) habitat, which helps to cool water temperatures for salmonids fishes such as steelhead and salmon. Approximately 0.12 acre of aquatic habitat lies within the project area. This aquatic habitat is subject to the regulatory jurisdiction of the USACE, CDFW, and Regional Water Quality Control Board.



VICINITY MAP

Source: Esri (2010).

**LEGEND**

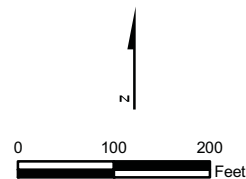
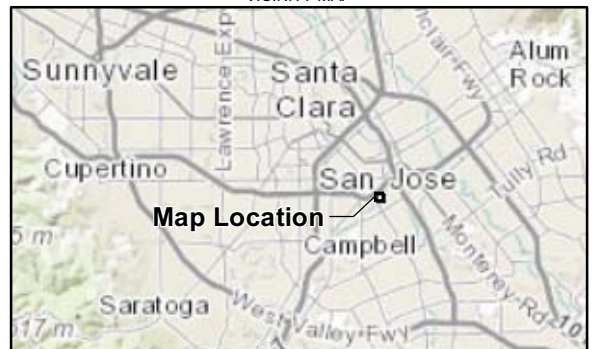
Project Location

**Vegetation Communities**

Mixed Riparian Forest = 0.53 acre

Ruderal Lands = 1.55 acre

Aquatic Habitat = 0.12 acre



**FIGURE 4  
Vegetation Map**

Three Creeks Pedestrian Bridge Project  
City of San Jose  
San Jose, CA

### 3.4.1.3 Developed/Ruderal Habitat

**Vegetation.** Developed areas within the project area, including the existing dirt trail and the railroad trestle bridge, support no natural vegetation. Ruderal habitat dominated by nonnative forbs, including Italian thistle (*Carduus pycnocephalus*), fennel, black mustard (*Brassica nigra*), and Smilo grass, occur adjacent to the dirt trail and extend into the upper banks of the creek. Approximately 1.55 acres of developed/ruderal habitat occurs within the project area.

**Wildlife.** Developed/ruderal areas can support certain wildlife species adapted to the unique nesting and foraging opportunities found there, but wildlife abundance and diversity is generally low in these areas. Striped skunk (*Mephitis mephitis*), raccoon (*Procyon lotor*), and Virginia opossum (*Didelphis virginiana*) occur regularly in urban habitats. Bird species adapted to urban landscapes include house finch (*Carpodacus mexicanus*), northern mockingbird (*Mimus polyglottos*), mourning dove (*Zenaida macroura*), house sparrow (*Passer domesticus*), and rock dove (*Columba livia*).

**Special-Status Species.** The biotic habitats identified on the project site are limited in size and generally disturbed, thereby precluding occurrence of most special-status plants of the region, which typically occur in open grassland, chaparral, and woodlands. Furthermore, upland areas outside the creek corridor are characterized by nonnative and invasive plant species, which significantly reduces their capacity to support special-status plant and wildlife species. Therefore, only species adapted to riparian and aquatic habitats are considered as potentially occurring at the project site.

The California Natural Diversity Database was queried for special-status species records within a 5-mile radius of the project site. Plant species for which there is marginally suitable habitat within the potential impact area include the western leatherwood (*Dirca occidentalis*), Loma Prieta hoita (*Hoita strobilina*), arcuate bush-mallow (*Malacothamnus arcuatus*), and maple-leaved checkerbloom (*Sidalcea malachroides*). One federally listed endangered plant on the USFWS *Unofficial Quick Endangered Species List* for the San José West quadrangle is the robust spineflower (*Chorizanthe robusta* var. *robusta*); however, suitable habitat (sandy/gravelly soils and sandstone or mudstone bedrock overlain with thin soils) is not known to occur on the project site and the robust spineflower is believed to be extirpated from Santa Clara County (NatureServe, 2013). Special-status wildlife species that may occur within the creek or the potential impact area are the Central California Coast steelhead, Central Valley Chinook salmon (fall and late-fall run), western pond turtle (*Emys marmorata*), peregrine falcon (*Falco peregrinus anatum*), merlin (*Falco columbarius*), sharp-shinned hawk (*Accipiter striatus*), Cooper's hawk (*Accipiter cooperii*), willow flycatcher (*Empidonax traillii*), California yellow-warbler (*Dendroica petechia*), and yellow-breasted chat (*Icteria virens*).

**Ordinance-Size Trees.** The City of San José Tree Ordinance defines an ordinance size tree as “any woody perennial plant characterized by having a main stem or trunk which measure 56 inches or more in circumference (18 inches in diameter) at a height of 24 inches above natural grade slope.” None of the ordinance size trees along the project alignment would be removed as part of the project. Pruning may be required for construction access and would be conducted by a certified arborist.

### 3.4.2 Impact Analysis

- a. **Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as 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?**

*LESS-THAN-SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.*

**Impacts on Special-Status Plant Species.** The project area was observed to contain marginally suitable habitat for western leatherwood, Loma Prieta hoita, arcuate bush-mallow, maple-leaved checkerbloom, and robust spineflower. The reconnaissance surveys were conducted during the blooming periods for all species, and none were observed within or adjacent to the project site. In addition, none of these species are known from past occurrences to be within or adjacent to the project site (CDFW, 2013). Therefore, all five special-status

plant species are presumed to be absent and no further surveys are warranted. Impacts on these species are considered to be less than significant.

**Impacts on Wildlife, Including Special-Status Species.** Several special-status wildlife species have the potential to occur in the project area. Peregrine falcon, merlin, sharp-shinned hawk, Cooper's hawk, willow flycatcher, California yellow warbler, and yellow-breasted chat are species that may occur as occasional foragers during the spring and fall migration periods, but because these special-status bird species are not likely to nest in the project area, the project construction activities would not result in significant impacts. In addition, avoidance measures, including preconstruction nesting surveys, biological monitoring, and establishing construction-free buffer zones as described below would be implemented during the nesting season (February through August) to protect birds that may nest within the project area. Therefore, impacts on resident and migratory birds in the area would be reduced to a less-than-significant level.

The Central California Coast steelhead (federally listed as threatened) and Central Valley Chinook salmon (fall and late-fall run) (federal candidate for listing and California species of special concern) are known to occur in Los Gatos Creek. A variety of favorable stream conditions are found in the project area, including potential spawning habitat and suitable rearing habitat for juveniles. Although the proposed project would not result in long-term impacts on salmonids, construction of the project could result in significant short-term impacts on these species. In addition, impacts on water quality during construction would also affect salmonids. Avoidance and minimization measures included in the project, as described below, would reduce these impacts to a less-than-significant level.

The western pond turtle has not been recorded in the project reach of Los Gatos Creek, but suitable habitat for this species is present. The avoidance and minimization measures listed below for all special-status wildlife would reduce potential impacts on this species to a less-than-significant level.

Wildlife currently using the Los Gatos Creek corridor in and around the project area is likely tolerant to levels of disturbance typically associated with freeway traffic along Interstate 280, roadways such as Coe Avenue, and surrounding industrial and residential development. The visual and acoustic disturbance to wildlife associated with the proposed trail use is not expected to be significantly higher than what currently exists, and wildlife along the channel is expected to habituate to these new levels of disturbance.

**Avoidance Measures for Special-Status Wildlife Species.** The proposed project includes the following avoidance and minimization measures to reduce impacts on special-status wildlife species during construction to a less-than-significant level:

- Construction activities shall be limited to the smallest area possible to complete the proposed work in the channel.
- Environmentally sensitive areas fencing will be installed at the up- and downstream limits of work to prevent construction equipment and crews from disturbing the active channel beyond the limits of work.
- To minimize impacts on salmonids, construction within the channel will be restricted to the dry season (June 15 to October 15), the period after the spawning season when minimal water is in the channel and movement of salmonids within the project area is expected to be minimal.
- A temporary diversion will be installed during the dry season (June 15 to October 15) to divert creek flow into a culvert or pipe (sized to allow fish passage) while keeping dry conditions in the work area.
- It is possible that juvenile salmonids could be moving downstream during the dry season. Therefore, measures will be taken to ensure that individuals are not harmed and that the movement of salmonids is not impeded by the water diversion used during construction. A qualified fisheries biologist will be present during the installation of the temporary diversion to safely relocate any fish trapped to suitable habitat in the live stream channel.
- Pre-construction nesting surveys will be conducted before undertaking work during the nesting season (February through August). Any nest found within 50 feet for songbirds and 300 feet for raptors will be

avoided, and a designated construction-free buffer zone will be established until the nests are no longer active.

- Pre-construction surveys for western pond turtle will be conducted 24 to 48 hours before the start of work, and any western pond turtle found will be safely relocated to keep the work area clear of any special-status reptiles.
- Biological monitoring of work activities, including the installation of the temporary diversion structure and setting of buffers for bird nests found during the nesting season, will be conducted by a qualified biologist for the entire construction period.
- A qualified biologist will conduct onsite informational meetings with all construction personnel before construction begins. The purpose of these training sessions will be to familiarize construction personnel with the special-status species that could potentially enter the work area and the procedures they are to follow if these species are encountered.
- The City will apply for a Streambed Alteration Agreement from CDFW and will be responsible for the implementation of all its conditions.
- Water quality will be protected through adherence to BMPs and preventive measures outlined in the contractor's stormwater pollution prevention plan (SWPPP). BMPs, including but not limited to, the following measures will be implemented during construction to protect aquatic and riparian resources:
  - Minimize vegetation removal.
  - Install fiber rolls, silt fencing, or gravel bag berms for sediment control.
  - Stabilize construction entrance and exits to control sediment tracking.
  - Provide plastic covering (such as Visqueen) for soil or debris stockpiles during construction.
  - Position stationary equipment, such as motors, pumps, generators, compressors, and welders, located within or adjacent to the stream over drip pans.
  - Check and maintain any equipment or vehicles driven and/or operated within or adjacent to the stream daily to prevent leaks of materials that, if introduced to water, could be deleterious to aquatic life.
  - Divert concentrated runoff away from the channel banks.
  - Locate staging and storage areas for equipment, materials, fuels, lubricants, and solvents outside of the stream channel and banks.
  - Follow waste management guidelines and storage limitations for fuels and lubricants.
  - Water all active construction areas where soil is exposed to control dust frequency, depending on type of operation and wind exposure.
  - Designate a person or persons to oversee the implementation of a comprehensive dust control program and to increase watering, as necessary.
  - Stabilize disturbed soils with hydroseed or other appropriate erosion control BMP.
  - Monitor the effectiveness of the erosion control measures during the first year's rainy season and implement remedial measures (for example, reseeding, repair of silt fencing) if sedimentation or erosion is noted.

**b. Would the project 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 U.S. Fish and Wildlife Service?**

*LESS-THAN-SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.* The project would result in temporary disturbance of approximately 160 linear feet of SRA habitat and 0.25 acre of mixed riparian forest. All temporary disturbances to mixed riparian forest and SRA habitat would be mitigated by restoring the vegetation to pre-project conditions. Additionally, 0.08 acre of developed/ruderal areas would be permanently affected by bridge construction including bridge footings, approaches, and the viewing deck.

Avoidance and minimization measures such as the temporary creek diversion, delineation of environmentally sensitive areas including tree canopies, environmental awareness training for construction workers, and biological monitoring as described above will be employed. Existing riparian trees and their root systems shall be safeguarded during construction through the application of the following measures:

- A certified arborist shall monitor tree pruning and other construction-related disturbance to trees, including site preparations for construction access along the creek banks.
- Damage to any tree during construction shall be reported to the City's Environmental Senior Planner, and the contractor or owner shall treat the tree for damage in the manner specified by the Environmental Principal Planner.
- No construction equipment, vehicles or materials shall be stored, parked, or left standing within the tree drip line.
- Wires, signs, and other similar items shall not be attached to trees.
- Filling around the base of trees shall be performed only after consultation with a certified arborist and then only to the extent authorized by the arborist.
- Barricades shall be constructed around the trunks of trees as specified by a certified arborist or biological monitor to prevent injury to trees or making them susceptible to disease-causing organisms.
- If cuts are made in the ground near the roots of trees, appropriate measures shall be taken to prevent exposed soil from drying out and causing damage to tree roots.

Implementation of the avoidance measures described above would minimize temporary disturbance to mixed riparian forest and SRA habitat and reduce trail impacts in developed areas to below the level of significance.

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

*LESS-THAN-SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.* Federally protected wetlands, as defined by Section 404 of the Clean Water Act, do not occur within the project area; therefore, no permanent or temporary impacts would occur as a result of construction. Approximately 0.12 acre of Waters of the U.S. occurs within the project area. With the implementation of a temporary diversion, all construction would occur in dry conditions. Therefore, no permanent impacts on aquatic resources are expected. Water quality BMPs outlined above and included in the SWPPP also would be employed to further avoid affecting aquatic resources during and after construction.

**d. Would the project 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?**

*LESS-THAN-SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.* The project would temporarily disturb riparian and aquatic habitats used by local wildlife species during construction. However, the temporary creek

diversion would allow for fish movement through the project area. As stated previously, BMPs would be implemented before and during construction to avoid impacts on aquatic habitat and water quality.

As a result, with the avoidance measures, the project would not substantially interfere with the movement of native resident or migratory fish, wildlife species, native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites because these are not currently onsite. Changes in vegetation from removal of herbaceous species would not present significant barriers to movement of fish or wildlife.

**e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

*NO IMPACT.* The project would not conflict with any local policies or ordinances protecting biological resources. Tree pruning may be required for construction access; however, no tree removals are proposed. Implementation of the tree avoidance measures described above would not conflict with the City of San José Tree Ordinance or City Council Policy based on the City's Riparian Corridor Policy Study and the riparian goals and policies of the *Envision San José 2040 General Plan*.

**f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

*NO IMPACT.* The project has been designed to be consistent with the provisions of the Santa Clara Valley Habitat Plan, adopted by the City of San José in January 2013. Specifically, project design features, construction methods, and the mitigation measures listed above are consistent with Habitat Plan Condition 4 and Table 6-2 requirements for avoidance and minimization of aquatic habitat (County of Santa Clara, et al., 2012).

## 3.5 Cultural Resources

### Cultural Resources Checklist

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

#### 3.5.1 Setting

The proposed project site is within an urbanized area of the City of San José. The project would replace a railroad bridge with a pedestrian bridge over Los Gatos Creek.

#### 3.5.2 Impacts Analysis

**a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

*NO IMPACT.* A formal search of resources within and adjacent to the project site was previously completed for the Los Gatos Creek Trail, Reach 4 IS/MND using the California Historical Resources Information System,

Northwest Information Center. The results from this search indicated that there were no recorded sites within the project area or within 0.25 mile of the project. In addition, a bridge evaluation was conducted to determine if the trestle itself was eligible for listing on the National Register of Historic Places. The evaluation concluded that the bridge is an example of a common type of trestle, and was not associated with important events or persons in local history. The State Historic Preservation Officer concurred that there would be no impacts on historic properties.

**b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

*NO IMPACT.* The project is located in a zone of archaeological sensitivity; however, no recorded sites are located in the project area. There is a low potential for exposing significant archaeological resources during construction. The project alignment has been subject to previous utility impacts, and much of the surrounding area has been previously graded and developed without exposing any archaeological resources during the past 30 years. If archeological resources are exposed during construction, applicable local, state, and federal regulations would be followed to identify, evaluate, and treat significant cultural resources.

**c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

*NO IMPACT.* No impacts on paleontological resources are expected because the project site is already highly disturbed as a result of past activities. Work would be done in the former railroad right-of-way. Because the project site and much of the surrounding area has been previously graded and developed, these deposits are likely to have a low potential to contain fossil resources and so are considered to have little to no paleontological sensitivity. In the unlikely event that paleontological resources are uncovered during construction, all applicable local, state, and federal regulation would be followed.

**d. Would the project disturb any human remains, including those interred outside of formal cemeteries?**

*NO IMPACT.* No recorded instances of prehistoric or historic human remains are known to be within or adjacent to the project alignment. In the event of an unexpected discovery of human remains, state law would be followed.

### 3.6 Geology and Soils

#### Geology and Soils Checklist

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>



## Geology and Soils Checklist

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.6.1 Setting

A geotechnical analysis was conducted for the project area alignment (Parikh Consultants, Inc., 2013). The project site is located in Willow Glen, which is a relatively flat portion of the Santa Clara Valley. The project site has an elevation of approximately 120 feet. The Foundation Report described the subsurface conditions as consisting of medium dense to very dense sand and soft to stiff lean clay. The project site is within Seismic Activity Zone 4, as well as within a California Seismic Hazard Zone, but outside of any Alquist-Priolo Geologic Hazard zones.

### 3.6.2 Impacts Analysis

a. **Would the project 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.**

*NO IMPACT.* The project site is not located within a special study zone under the Alquist-Priolo Special Studies Act and is not identified by the County of Santa Clara as being in a County Fault Rupture Hazard Zone.

ii) **Strong seismic ground shaking?**

*LESS-THAN-SIGNIFICANT IMPACT.* It is expected that the project site would be subject to significant seismic events over the life of the project. The project is designed to incorporate standard construction specifications and recommendations, including design features, to withstand these types of events; therefore, impacts resulting from seismic events would be less than significant.

iii) **Seismic-related ground failure, including liquefaction?**

*LESS-THAN-SIGNIFICANT IMPACT.* The project area is identified as being in the County Liquefaction Hazard Zones. Based on the Foundation Report, potentially liquefiable soils were identified approximately 23 to 26.5 feet below grade. The report concluded that the potentially liquefiable sand lens appears to be discontinuous and the post-liquefaction settlement is expected to be localized and random; therefore, the project would not be subject to failure due to liquefaction. Additionally, the project would include design features, including retaining walls, that would be in conformance with the Uniform Building Code

guidelines for Seismic Zone 4 to avoid or minimize potential damage from seismic shaking, fault rupture, and liquefaction on the site; therefore, there would be a less-than-significant impact.

**iv) Landslides?**

*NO IMPACT.* The project location is relatively flat with no potential for landslides or mudflows.

**b. Would the project result in substantial soil erosion or the loss of topsoil?**

*LESS-THAN-SIGNIFICANT IMPACT.* The proposed project would result in stream bank excavation on Los Gatos Creek, which has the potential to erode if exposed to precipitation and/or stream currents, and the banks are not properly protected. Additionally, construction activities would result in ground disturbance to surface areas and the stockpiling of excavated materials. Soil erosion or the loss of topsoil during construction activities would be minimized by implementing BMPs and preventive measures as outlined in the contractor-prepared SWPPP. A Notice of Intent would be prepared and submitted with the SWPPP to the San Francisco Bay Regional Water Quality Control Board in accordance with the General Permit for Stormwater Discharges Associated with Construction Activity. The City of San José would make sure that the SWPPP is kept on the project site and that water quality standards are followed. Additionally, the project would incorporate riprap as rock slope protection to mitigate against the potential for erosion associated with the project elements to occur. These measures would reduce impacts on soil erosion to a less-than-significant level.

**c. Would the project be located on a geologic unit or soils that is unstable, or that would become unstable as a result of the project, and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?**

*LESS-THAN-SIGNIFICANT IMPACT.* The project would not be located on a geologic unit or soils that are unstable or that would become unstable as a result of the project, potentially resulting in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse. The project would be completed using the most up-to-date construction and engineering techniques to ensure safe construction; therefore, there would be a less-than-significant impact.

**d. Would the project 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?**

*LESS-THAN-SIGNIFICANT IMPACT.* The proposed alignments would be designed and constructed in conformance with the Uniform Building Code guidelines for Seismic Zone 4 to avoid or minimize potential damage from seismic shaking, fault rupture, and liquefaction on the site; therefore, there would be a less-than-significant impact.

**e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

*NO IMPACT.* Not applicable to this project.

### 3.7 Greenhouse Gas Emissions

#### Greenhouse Gas Emissions Checklist

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas (GHG) 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 any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.7.1 Setting

Various gases in the earth's atmosphere play an important role in moderating the earth's surface temperature. Solar radiation enters earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs are transparent to solar radiation, but are effective in absorbing infrared radiation. Consequently, radiation that would otherwise escape back into space is retained, resulting in a warming of the earth's atmosphere. This phenomenon is known as the greenhouse effect.

GHGs include both naturally occurring and anthropogenic gases that trap heat in the earth's atmosphere. GHGs include, but are not limited to, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrochlorofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, the majority of the scientific community now agrees that there is a direct link between increased emission of GHGs and long-term global temperature.

In the United States, the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (passenger cars, light-duty trucks, other trucks, buses, and motorcycles) make up the largest category of GHG-emitting sources (CARB, 2013). In 2011, the annual California statewide GHG emissions were 448.11 million metric tons of CO<sub>2</sub>-equivalent (CARB, 2013). The transportation sector accounts for about 38 percent of the statewide GHG emissions inventory. The electric power sector accounts for about 19 percent of the total statewide GHG emissions inventory. The dominant GHG emitted is CO<sub>2</sub>, primarily from fossil fuel combustion.

### 3.7.2 Impact Analysis

#### a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

*LESS-THAN-SIGNIFICANT IMPACT.* There are no GHG emission thresholds for construction activities in BAAQMD's 2010 thresholds of significance. Rather, the guidelines suggest evaluating impact significance in relation to meeting GHG reduction strategies. The operational threshold for GHGs from stationary source operations is 10,000 metric tons per year. The threshold for other non-stationary source projects is 1,100 metric tons per year (BAAQMD, 2010c).

GHG impacts from the proposed project were based on the GHG emissions from offroad construction equipment and onroad vehicles during construction period. CO<sub>2</sub> emissions from offroad construction equipment were estimated using URBEMIS2007 version 9.2.4. Onroad vehicle emissions were estimated using emission factors from EMFAC2011 (CARB, 2011). The project is not expected to result in measurable emissions of other GHGs. Appendix A contains the complete construction calculations used to assess GHG impacts. Project operation emissions of GHG are not expected.

GHG emissions for project construction and the comparisons to the state GHG inventory and the Assembly Bill 32 GHG reduction goal are presented in Table 2.

TABLE 2

#### Project Construction Greenhouse Gas Emissions

	CO <sub>2</sub> (Million Metric Tons/Year)
2014 Emissions	0.0004
2007 BAAQMD Inventory	95.8
2010 State Inventory	448.11
State GHG Goal 2020 (Assembly Bill 32)	427

Note:

The emissions of N<sub>2</sub>O and CH<sub>4</sub> from construction were not included in the calculations. Emissions of N<sub>2</sub>O and CH<sub>4</sub> from combustion sources are minimal, approximately less than 2 percent of the CO<sub>2</sub> emissions (this includes adjusting to CO<sub>2</sub> equivalent emissions). Therefore, only CO<sub>2</sub> emissions were calculated and reported for each of the emission sources.

The GHG emissions from project construction would be temporary and would occur only from April 2014 through October 2014. GHG emissions from construction would be temporary and negligible compared to the local and State GHG inventory. The minimal GHG emissions during the construction period are not expected to contribute substantially to the regional GHG emission inventory, or contribute to global climate change. Therefore, the project would result in a less-than-significant impact from GHG emissions.

**b. Would the project conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?**

*LESS-THAN-SIGNIFICANT IMPACT.* The BAAQMD established a climate protection program in 2005 to explicitly acknowledge the link between climate change and air quality, and has prepared a GHG emissions inventory to support its climate protection activities. Based on the BAAQMD inventory, total GHG emissions within the San Francisco Bay Area air basin were 95.8 million metric tons in 2007 (BAAQMD, 2010d).

As shown in Table 2, the short-term construction GHG emissions would be negligible compared to the State or the BAAQMD GHG inventory and GHG emission goal in 2020. The project would not interfere with the Assembly Bill 32 Scoping Plan and the long-term goal of Assembly Bill 32 to reduce GHG emissions to 1990 levels by 2020. The proposed project would not conflict with applicable plans, policies, or regulations intended to reduce GHG emissions.

## 3.8 Hazards and Hazardous Materials

### Hazards and Hazardous Materials Checklist

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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"/>

## Hazards and Hazardous Materials Checklist

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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"/>

### 3.8.1 Setting

A Phase I site assessment was conducted for the project alignment in 1998 by the City of San José. The related reports are provided in Appendix D of the Los Gatos Creek Trail, Reach 4 IS/MND.

### 3.8.2 Impacts Analysis

**a,b. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Would the project 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?**

*LESS-THAN-SIGNIFICANT IMPACT WITH MITIGATION INCORPORATION.* The Phase I site assessment conducted in 1998 indicated that the project area contained “debris along the banks of the creek; however, it was determined that this type of debris is common along urban stream environments and indicative of hazardous materials contamination” (Los Gatos Creek Trails, Reach 4 IS/MND). The project area has been stable since the time of the 1988 site assessment, including existing residential and commercial uses; therefore, the release of hazardous materials is not expected to occur during construction of the proposed project.

Demolition of the existing bridge structure would generate a large amount of treated wood waste, primarily wood treated with creosote. The handling and disposal of treated wood waste would be in accordance regulations promulgated by the California Department of Toxic Substances Control. During the demolition stage of the project, the contractor would be required to follow these requirements, including the following:

- Store treated wood waste off the ground by placing it on blocks or in containers.
- Do not store treated wood waste onsite for more than 90 days (180 days if a containment pad is used).
- Cover treated wood waste in inclement weather to prevent rain water from leaching chemicals.
- Keep treated wood waste from mixing with other waste.
- Label all treated wood waste shipments with “Treated Wood Waste – Do not burn or scavenge.”
- Train employees involved in treated wood waste handling. The training shall include applicable requirements of Cal/OSHA and regulations related to hazardous waste, methods for identifying and segregating treated wood waste, safe handling practices, and proper disposal methods.

Treated wood waste would be disposed of in landfills that are specially designated to receive treated wood. Within the general area, treated wood waste can be disposed of at both the Kirby Canyon and Newby Island landfills.

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

*LESS-THAN-SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.* The nearest school, River Glen School, is located approximately 0.25 mile (approximately 1,400 feet) south of the project site. The project is not

expected to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste, during operations.

- d. Would the project 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?**

*LESS-THAN-SIGNIFICANT IMPACT.* The project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and is not expected to create a significant hazard to the public or environment. An investigation of the Envirostor database, also known as the Cortese List, did not identify any contaminated sites within the project alignment (California Department of Toxic Substances Control, 2013).

Any hazardous materials that are found during construction of the project would be handled in compliance with applicable laws and regulations regarding transport, handling, disposal, and storage. All federal, state, and local reporting requirements would be followed regarding the use of hazardous and non-hazardous materials at the project site.

- 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?**

*NO IMPACT.* The project site is not located within an airport land use plan or within 2 miles of a public airport or public use airport. The project would not result in any safety hazard for people residing or working in the project area. Therefore, no impact would result.

- 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?**

*NO IMPACT.* There are no private airstrips located within the project vicinity. The proposed project would not result in a safety hazard for people residing or working in the project area. Therefore, no impact would result.

- g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

*LESS-THAN-SIGNIFICANT IMPACT.* The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

- h. Would the project 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?**

*NO IMPACT.* Existing conditions would not change with the proposed project. The project site is located within a highly urbanized area of Santa Clara County with no associated wildlands; therefore, no impact would result.

### 3.9 Hydrology and Water Quality

#### Hydrology and Water Quality Checklist

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements (WDR)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Hydrology and Water Quality Checklist

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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 onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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, tsunamis, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.9.1 Setting

Los Gatos Creek originates in the Santa Cruz Mountains and flows most of the year, passing through the cities of Los Gatos, Campbell, and San José. There are two dams located on the creek: Lexington Reservoir and Lenihan Dam are located upstream of the Town of Los Gatos, and Vasona Dam and Reservoir are located in the Town of Los Gatos. Los Gatos Creek joins the Guadalupe River in downtown San José at Confluence Point in the Guadalupe River Park. The Santa Clara Valley Water District (District) manages Los Gatos Creek as a raw water recharge and flood control channel.

At the bridge location, the centerline of the low flow channel is located approximately 90 feet from the north bank of the channel. Field observations show some debris buildup, but there is no evidence of local scour. Rip rap has been placed on the south side (inside bend) of the creek, which may be contributing to the lateral migration of the low flow channel to the north bank.

## 3.9.2 Impact Analysis

### a. Would the project violate any water quality standards or WDR?

*LESS-THAN-SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.* There is the potential for surface water impacts to occur, such as sedimentation from erosion as a result of ground-disturbing activities during construction (for example, dewatering, pile removal, and presence of construction equipment in general). There is also the potential for surface water impacts from other pollutants in runoff sourced from construction equipment (such as petroleum fuels and lubricants), and construction materials could contaminate runoff or groundwater if not properly stored and used.

The City of San José is required to operate under a Municipal Stormwater National Pollutant Discharge Elimination System (NPDES) Permit to discharge stormwater from the City's storm drain system to surface waters. The Municipal Regional Permit (NPDES Permit No. CAS612008) mandates the City of San José use its planning and development review authority to require that stormwater management measures such as site design, pollutant source control, and treatment measures are included in new and redevelopment projects to minimize and properly treat stormwater runoff. Provision C.3 of the permit regulates development projects that create or replace 10,000 square feet or more of impervious surface and special land use categories that create or replace 5,000 square feet or more of impervious surface. The proposed project would not create an impervious surface greater than 5,000 square feet. Additionally, in accordance with Table 2-2 in the Santa Clara Valley Urban Runoff Pollution Prevention Program, the project involves the construction of bicycle lanes and trails that are not part of a new development; therefore the proposed project is excluded from Provision C.3.

The project would result in disturbance of approximately 1 acre of soil and would have to comply with the Construction General Permit (CGP), administered by the State Water Resources Control Board. Therefore, the project must file a Notice of Intent and develop, implement, and maintain a SWPPP. The SWPPP would include BMPs to control erosion from disturbed areas and reduce runoff. Compliance with engineering and construction specifications and adhering to proper material handling procedures would support effective mitigation of these short-term impacts. All development projects, whether subject to the CGP or not, shall comply with the City of San José Grading Ordinance, including implementing erosion and dust control during site preparation and with the City of San José Zoning Ordinance requirements for keeping adjacent streets free of dirt and mud during construction. Excavation for the new bridge abutments or potential retaining walls would occur during the dry season along the slope of the stream bank. Therefore, it is not anticipated that groundwater would be encountered. However, installation of appropriate BMPs at the surface would avoid and minimize the potential for subsurface seepage of pollutants (see Section 3.4, Biological Resources, for the list of appropriate BMPs).

Construction activities would be limited to those required for construction of the replacement bridge, and once completed, the project area would be returned to pre-project conditions. Therefore, potential impacts on water quality or waste discharge requirements would be less than significant with mitigation incorporated.

### b. Would the project 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)?

*NO IMPACT.* The project would not involve the use or extraction of groundwater, and no interference with groundwater recharge is anticipated. Construction, to occur during the dry season, would not include installing any temporary impermeable surfaces. After construction, it is anticipated that groundwater recharge rates within the project area, as a result of the proposed project, would be similar to existing conditions because the new bridge alignment would remain very similar to the existing bridge.



- c. Would the project 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 onsite or offsite?**

*LESS-THAN-SIGNIFICANT IMPACT.* Partial dewatering of Los Gatos Creek within the project area may be necessary during the proposed bridge replacement to protect water quality during demolition and to provide more accessibility for the demolition and construction equipment. However, the alteration in the stream flow would maintain full passage of the low flows within the ordinary high water mark (OHWM) that would typically occur through the dry-season construction period. As mentioned in Section 3.4.2, water quality will be protected through adherence to BMPs and preventive measures outlined in the contractor's SWPPP. Additionally, the contractor would comply with all requirements established in the SFBRWQCB Water Quality Certification and the USACE 404 permits. Therefore, once completed, the project area would be returned to pre-project conditions, and there would be no permanent change in drainage patterns or susceptibility to flooding.

- d. Would the project 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 onsite or offsite?**

*LESS-THAN-SIGNIFICANT IMPACT.* As discussed above, potential diversion of water from dewatering during in-channel construction would remain within the streambed of Los Gatos Creek. No additional runoff is anticipated as a result of construction (which would occur during the dry season) and water quality will be protected through adherence to BMPs and preventive measures outlined in the contractor's SWPPP. No runoff in excess of existing conditions would occur as a result of the use and maintenance of the proposed bridge. Therefore, no substantial alteration to the existing drainage pattern of the site or area, or substantial increase in the rate or amount of surface runoff would occur, and impacts would be less than significant.

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

*NO IMPACT.* The project would not contribute any additional volume to stormwater drainage systems.

- f. Would the project otherwise substantially degrade water quality?**

*LESS-THAN-SIGNIFICANT IMPACT.* All potential water quality impacts are discussed in "a.," "c.," and "d." above.

- g. Would the project 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 IMPACT.* No housing construction is proposed as a part of the project.

- h. Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

*LESS-THAN-SIGNIFICANT IMPACT.* Temporary supports within the Los Gatos Creek floodplain and 100-year flood hazard area might be needed for erection of the new bridge. Temporary dewatering would redirect flow around the footprint of construction activity. Although the method of dewatering (for example, temporary culvert, gravel berm, or other method) has not been selected yet, diverted water would remain in the creek channel within the OHWM. The bridge has been designed to be at least 4 feet above the 100-year water surface elevation. Compared to existing conditions, there would be no permanent supports in the river or floodplain. Therefore, potential impacts from redirected flows would be less than significant.

- i. Would the project 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?**

*NO IMPACT.* All potential flooding impacts are discussed in "h." above.

**j. Would the project result in inundation by seiche, tsunami, or mudflow?**

*NO IMPACT.* People or structures would not be exposed to hazards associated with seiches, tsunamis, or mudflows. The nature of the project precludes any impacts associated with seiche, tsunami, or mudflows.

### 3.10 Land Use and Planning

#### Land Use and Planning Checklist

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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"/>

#### 3.10.1 Setting

The project site is within the urban Willow Glen area of the City of San José, in Santa Clara County, CA. Land use designation at the project site is Open Space, Parklands, and Habitat. Surrounding land use designations include Residential Neighborhood, Neighborhood/Community Commercial, Light Industrial, and Downtown (City of San José, 2011a). Zoning designations in the project area include zoned single-family residential and light industrial (City of San José, 2013).

#### 3.10.2 Impact Analysis

**a. Would the project physically divide an established community?**

*NO IMPACT.* The proposed project would not divide an established community; therefore, there would be no impact.

**b. Would the project 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?**

*NO IMPACT.* The proposed project would not conflict with any applicable land use plan, policy or regulation.

**c. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?**

*NO IMPACT.* The proposed project would be along developed lands within the city limits of San José, covered under the Santa Clara Valley Habitat Conservation Plan/Natural Communities Conservation Plan. The proposed project would not result in any change in land use, and the new bridge alignment would remain very similar to the existing bridge and would not conflict with the provisions of this conservation plan. See additional discussion in Section 3.4.2(f).

## 3.11 Mineral Resources

### Mineral Resources Checklist

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.11.1 Setting

The project is not located in an area of known mineral resources. According to the Chapter 3, Environmental Leadership, of the *City of San José 2040 General Plan*, the Communications Hill Area (Sector EE) is the only area within the City that is designated by the State Mining and Geology Board as containing mineral deposits of regional significance as a source of construction aggregate materials (City of San José, 2011b). The proposed project is not located within the Communications Hill Area.

#### 3.11.2 Impact Analysis

**a. Would the project 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?**

*NO IMPACT.* The project would not result in the loss of availability of a known mineral because there are no existing or proposed mineral resource recovery activities in or around the project area. No known mineral resources occur and the project would not affect or result in the loss of availability of any known mineral resource; therefore, no impact would result from construction and operation of the project.

**b. Would the project 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?**

*NO IMPACT.* The project would not result in the loss or availability of a mineral resource recovery site as described in "a." above. No mineral resources have been delineated within the project area. The project area is not located within an established mineral resource zone, and no economically viable mineral deposits are known to be present.

## 3.12 Noise

### Noise Resources Checklist

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

## Noise Resources Checklist

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

### 3.12.1 Setting

The existing bridge is located between a residential neighborhood and a commercial use area. Due to the existing uses within the project area, ambient noise levels are relatively high. The primary noise concern would be during the construction phase of the project, because noise related to the trail would be generated by trail users and would primarily consist of people having a conversation and warning bells from bicyclists.

### 3.12.2 Impact Analysis

#### 3.12.2.1 Short-Term Construction Noise Impacts

Noise generated by project construction is expected to vary depending on construction activities. Project construction would occur on weekdays, typically from 7:00 a.m. to 6:00 p.m., Monday through Friday, and from 9:00 a.m. to 5:00 p.m. on Saturdays in accordance with the City of San José municipal codes. Project construction would generate noise from the heavy equipment used. Construction would not occur on Sundays, holidays, or outside of the time frames designated by the local municipal code. Most individual pieces of construction equipment would generate noise levels of 80 to 85 a-weighted decibels at 50 feet from the source.

#### 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?

*LESS-THAN-SIGNIFICANT IMPACT WITH MITIGATION INCORPORATION.* Although construction will only occur for a short duration (approximately 4 months), during construction, noise levels may temporarily exceed applicable noise standards due to pile driving. Pile driving would be accomplished during daytime hours over the course of several days, and no more than 8 hours of active pile driving would likely be required. Prior to beginning pile driving activities, the contractor will notify residents within a 300-foot radius at least 1 week in advance. Additionally, sound curtains may be used to help reduce construction noise levels at nearby residences. The nearest residence is located approximately 175 feet from the southern abutment, where pile driving will take place. San José governs the hours of construction in the municipal code, limiting construction within 500 feet of a residential neighborhood to between 7:00 a.m. and 7:00 p.m., Monday through Friday. Limiting construction hours to comply with City regulations, combined with notifying nearby residents and the potential use of sound curtains, would reduce noise impacts to a level of less than significant.

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

*LESS-THAN-SIGNIFICANT IMPACT.* The extraction of existing piles, as well as the installation of new piles, may temporarily expose persons to ground vibrations above ambient levels, but due to the short duration of the project, these vibrations would remain less than significant.

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

*LESS-THAN-SIGNIFICANT IMPACT.* The only noise-producing project features during project operation would occur during the short construction phase of the project. See the discussion above in “a.” for specifics on construction impacts on sensitive receptors.

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

*LESS-THAN-SIGNIFICANT IMPACT.* Construction of the project, including pile driving, would temporarily increase noise levels that would be perceptible in the immediate vicinity of the activity, primarily from 7:00 a.m. to 6:00 p.m., Monday through Friday, and from 9:00 a.m. to 5:00 p.m. Saturday. Sound curtains would be used as necessary to reduce noise impacts on nearby residents. This construction phase impact is considered to be less than significant.

**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?**

*NO IMPACT.* The project is not located within 2 miles of a public airport or public use airport, so there would be no impact.

**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?**

*NO IMPACT.* See “e.” above.

## 3.13 Population and Housing

### Population and Housing Checklist

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	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"/>

#### 3.13.1 Setting

The proposed project would be constructed within an existing right-of-way, with surrounding residential and commercial land uses, and would not conflict with populations or housing resources.

### 3.13.2 Impact Analysis

- a. **Would the project 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)?**

*NO IMPACT.* The project does not include the construction of any new homes, businesses, or other infrastructure that would indirectly induce population growth in the area.

- b. **Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

*NO IMPACT.* The project would be constructed along an existing former railroad right-of-way, and would not displace any existing housing or necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur.

- c. **Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

*NO IMPACT.* The project would not result in the displacement of any housing or businesses and would not necessitate the movement or demolition of any housing. Construction and operation of the project would not result in the displacement of people, nor would it necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur.

## 3.14 Public Services

### Public Services Checklist

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:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.14.1 Setting

Public services and facilities are provided and maintained by local and County entities, including fire, police, and public works.

### 3.14.2 Impact Analysis

**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?**

**a. Fire protection?**

*NO IMPACT.* Construction and operation of the project is not expected to increase the demand for fire protection services in the project area. During construction of the project, emergencies could occur at the project site; however, appropriate notification to local emergency service providers before construction would address impacts that could affect emergency response times such as lane closures. The contractor would be required by the City to have a traffic control plan for work performed in the public right-of-way. Impacts on fire protection would not be significant.

**b. Police protection?**

*NO IMPACT.* The project would not increase population and is not anticipated to affect crime rates in the vicinity. Therefore, additional police protection is not needed and there would be no impact.

**c. Schools?**

*NO IMPACT.* The project would not generate additional population or students during construction or operation and there would be no impact.

**d. Parks?**

*NO IMPACT.* The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities and there would be no impact.

**e. Other public facilities?**

*NO IMPACT.* The project would not result in an increase in population during project construction or operation; therefore, the project would not affect other government services or public facilities.

## 3.15 Recreation

### Recreation Checklist

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.15.1 Setting

The proposed project is located within the riparian corridor of Los Gatos Creek, where the Los Gatos Trail is currently being developed and would link to the citywide trail network and park system.

### 3.15.2 Impact Analysis

- 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?**

*LESS-THAN-SIGNIFICANT IMPACT.* Policy VN-1.1 of the City of San José 2040 General Plan states that the City will “Include services and facilities within each neighborhood to meet the daily needs of neighborhood residents with the goal that all San José residents be provided with the opportunity to live within a ½ mile walking distance of schools, parks and retail services” (City of San José, 2011b). The project would provide the surrounding residential areas with access to recreational opportunities, and may therefore encourage use of existing recreational facilities. However, the proposed bridge replacement would not result in substantial deterioration of existing recreational facilities (parks and trail system). Policy VN-1.2 of the City of San José 2040 General Plan states that the City will ‘Maintain existing and develop new community services and gathering spaces that allow for increased social interaction of neighbors, (i.e., parks, community centers and gardens, libraries, schools, commercial areas, churches, and other gathering spaces)’ (City of San José, 2011b). Impacts from increased use of recreational facilities as a result of the proposed project would be less than significant.

- 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?**

*LESS-THAN-SIGNIFICANT IMPACT.* Although the proposed project would provide bicycle and pedestrian access to recreational facilities, no additional recreation facilities or expansion of recreational facilities are proposed as part of the proposed project, and the proposed bridge replacement would tie into the Los Gatos Creek Trail and Three Creeks Trail, which are already in the process of development.

## 3.16 Transportation/Traffic

### Transportation/Traffic Checklist

Would the Project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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"/>



## Transportation/Traffic Checklist

Would the Project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.16.1 Setting

The project would involve the temporary use of existing roadways by construction equipment and crews, in the City of San José, in order to access the project site. Most construction traffic would use Lincoln Avenue to access the project area, with the majority of traffic accessing the construction site using Coe Avenue.

### 3.16.2 Impact Analysis

- 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?**

*LESS-THAN-SIGNIFICANT IMPACT.* Construction activities would temporarily generate a negligible amount of additional traffic along roadways in the vicinity of the project site caused by construction workers and materials deliveries. The increase in vehicle trips during construction is considered minimal and local street capacity would not be affected, so the impact would be 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?**

*LESS-THAN-SIGNIFICANT IMPACT.* Construction traffic would not degrade the existing level of service on the roadways in the vicinity of the project. Construction traffic is estimated to be less than 10 trips per day. No construction closures are expected and construction would last approximately 4 months, so the impact would be 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?**

*NO IMPACT.* The project would have no impact on air traffic patterns.

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

*NO IMPACT.* The project would not include or exacerbate dangerous design features or incompatible uses.

- e. **Result in inadequate emergency access?**

*NO IMPACT.* The minimal increase of construction vehicles traveling to and from the project site would not result in inadequate emergency access. No road would require closure in order to construct the project, so there would be 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?**

*LESS-THAN-SIGNIFICANT IMPACT.* The project is being constructed to support a planned pedestrian and bicycle trail system. This would be a beneficial impact on the success of the City's Three Creeks Trails system.

## 3.17 Utilities and Service Systems

### Utilities and Service Systems Checklist

Would the Project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable RWQCB?	<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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

#### 3.17.1 Setting

The proposed project is located within an urbanized environment within the City of San José where utility infrastructure is in place. The proposed project would not include any elements that would expand or adversely affect utility services (water, wastewater, electricity, solid waste disposal).

#### 3.17.2 Impact Analysis

##### a. Exceed wastewater treatment requirements of the applicable RWQCB?

*NO IMPACT.* The project would not increase wastewater treatment requirements of the Regional Water Quality Control Board.

##### 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?

*NO IMPACT.* Water for project construction would not require treatment, and any generated wastewater during construction (such as portable toilet waste) would be disposed of through existing wastewater facilities. No water or wastewater facilities would be used during the bridge post-construction. Therefore, no new or expanded water treatment facilities would be required.

**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?**

*NO IMPACT.* Existing stormwater drainage facilities would be used and no expansion of existing facilities would be necessary. No additional runoff is anticipated as a result of construction (which would occur during the dry season) and no runoff in excess of existing conditions would occur as a result of the use and maintenance of the proposed bridge.

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

*NO IMPACT.* During construction, water would be required primarily for dust suppression and would also be used for soil compaction. Construction water volumes would be minimal and would not require new or expanded entitlements.

During project operation, no new or expanded entitlements to provide potable water would be required.

**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?**

*NO IMPACT.* The project is the replacement of a railroad trestle over Los Gatos Creek with a pedestrian bridge and therefore would not affect wastewater treatment facilities. See discussion under "a." above.

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

*NO IMPACT.* During construction of the project, a small amount of construction waste would be generated. Removal of materials such as creosote-coated piles and wood abutments from the existing trestle would be disposed of and, when completed, the project would not have any solid waste disposal needs. It is anticipated that a landfill with sufficient capacity would be available to accept the construction waste.

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

*NO IMPACT.* The project may require disposal of construction debris, some of which could be contaminated. Debris from construction would be disposed of in a lawful manner consistent with federal, state, and local regulations. Construction waste is accepted at local disposal facilities.

There would be no solid waste from this project after the project is completed. Therefore, the project would have no impact.

## 3.18 Mandatory Findings of Significance

### Mandatory Findings of Significance Checklist

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	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, 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"/>

## Mandatory Findings of Significance Checklist

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
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, 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?**

*LESS-THAN-SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.* The project would be constructed along an existing right-of-way, with surrounding residential and commercial land uses. Temporary impacts could occur during construction; however, the construction period would be temporary and proposed mitigation would reduce all impacts to a less-than-significant level.

- 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?)**

*LESS-THAN-SIGNIFICANT IMPACT.* As indicated throughout this Initial Study, impacts on all environmental resources were deemed to result in either “no impact,” a “less-than-significant impact,” or “less than significant with mitigation incorporation.” As a result, the project would not constitute cumulatively considerable impacts; there would be a less-than-significant impact.

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

*LESS-THAN-SIGNIFICANT IMPACT.* As indicated throughout this Initial Study, impacts on all environmental resources were deemed to result in either “no impact,” a “less-than-significant impact,” or “less than significant with mitigation incorporation.” As a result, the project and its proposed mitigation measures would not create environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

## SECTION 4

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**Appendix A**  
**Construction Emissions Calculations**

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APPENDIX A

Emission Calculations

1. Total Project Emission Summary

1.1 Construction Emissions - 2014 (annual)

2014	ROG	CO	NOx	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>	CO <sub>2</sub>	CO <sub>2</sub>
	tons/year	tons/year	tons/year	tons/year	tons/year	tons/year	tons/year	metric tons/year
Offroad Construction Equipment Exhaust	0.32	1.27	2.49	0.000	0.11	0.10	358.3	325.0
Haul Truck/Working Vehicle Exhaust	0.01	0.03	0.18	0.000	0.003	0.003	28.2	25.5
Worker Commute Exhaust	0.00	0.12	0.01	0.000	0.0002	0.0002	28.0	25.4
Fugitive Dust	NA	NA	NA	NA	0.07	0.01	NA	NA
<b>Total Annual</b>	0.32	1.42	2.68	0.001	0.18	0.12	414.4	376.0

1.2 Construction Emissions - 2014 (Daily)

2014	ROG	CO	NOx	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>	CO <sub>2</sub>
	lb/day	lb/day	lb/day	lb/day	lb/day	lb/day	lb/day
Offroad Construction Equipment Exhaust	4.65	19.55	42.97	0.00	1.72	1.58	6296.4
Haul Truck/Working Vehicle Exhaust	0.16	0.74	5.23	0.01	0.10	0.09	814.8
Worker Commute Exhaust	0.05	1.59	0.15	0.00	0.00	0.00	373.6
Fugitive Dust	NA	NA	NA	NA	2.60	0.56	NA
<b>Total Daily</b>	4.85	21.88	48.35	0.012	4.42	2.23	7484.9

1.3 Project Emissions and Comparisons to BAAQMD Thresholds

	ROG	CO	NOx	SOx	PM <sub>10</sub> Exhaust	PM <sub>2.5</sub> Exhaust	PM <sub>10</sub> Fugitive Dust	PM <sub>2.5</sub> Fugitive Dust	CO <sub>2</sub>
	lb/day	lb/day	lb/day	lb/day	lb/day	lb/day	lb/day	lb/day	lb/day
2014 (Average Daily)	4.85	21.88	48.3	0.01	1.82	1.67	2.60	0.56	7484.88
BAAQMD 2010 Threshold	54	None	54	None	82	54	BMP	BMP	None
Exceed BAAQMD CEQA Threshold?	No	NA	No	NA	No	No	No	No	NA

Note: BMP - best management practice

**Emission Calculations****2. Construction Emissions - Summary of Offroad Equipment Exhaust and Fugitive Dust****2.1 Summary of Offroad Equipment Exhaust and Fugitive Dust (Annual)**

Phase	Year	Period	# Working Days	Emission Sources	ROG tons	CO tons	NOx tons	SOx tons	PM <sub>10</sub> tons	PM <sub>2.5</sub> tons	CO <sub>2</sub> tons
Mobilization/SWPPE	2014	Apr 7 - Apr 18, 2014	10	Offroad Construction	0.0087	0.034	0.097	0.000	0.0034	0.0031	14.2
			10	Fugitive Dust	NA	NA	NA	NA	0.013	0.0026	NA
Demolition	2014	Apr 21 - May 30, 2014	30	Offroad Construction	0.069	0.29	0.64	0.00	0.026	0.024	94.5
			30	Fugitive Dust	NA	NA	NA	NA	0.047	0.01	NA
Construction	2014	Jun 2 - Oct 17, 2014	100	Offroad Construction	0.23	0.92	1.72	0.00	0.081	0.074	245.6
			100	Fugitive Dust	NA	NA	NA	NA	NA	NA	NA
Demobilization/Cleanup	2014	Oct 20 - Oct 31, 2014	10	Offroad Construction	0.006	0.02	0.03	0.00	0.00	0.00	4.0
			10	Fugitive Dust	NA	NA	NA	NA	NA	NA	NA
Total				Offroad Construction	0.32	1.27	2.49	0.000	0.11	0.103	358.3
				Fugitive Dust	NA	NA	NA	NA	0.060	0.012	NA

Note:

Emissions were obtained from the URBEMIS output.

**2.1 Summary of Offroad Equipment Exhaust and Fugitive Dust (Daily)**

Phase	Year	Period	# Working Days	Emission Sources	ROG lbs	CO lbs	NOx lbs	SOx lbs	PM <sub>10</sub> lbs	PM <sub>2.5</sub> lbs	CO <sub>2</sub> lbs
Mobilization/SWPPE	2014	Apr 7 - Apr 18, 2014	10	Offroad Construction	1.74	6.78	19.31	0.00	0.68	0.62	2,848.5
			10	Fugitive Dust	NA	NA	NA	NA	2.50	0.52	NA
Demolition	2014	Apr 21 - May 30, 2014	30	Offroad Construction	4.59	19.55	42.97	0.00	1.72	1.58	6,296.4
			30	Fugitive Dust	NA	NA	NA	NA	2.10	0.44	NA
Construction	2014	Jun 2 - Oct 17, 2014	100	Offroad Construction	4.65	18.46	34.33	0.00	1.61	1.48	4,912.5
			100	Fugitive Dust	NA	NA	NA	NA	NA	NA	NA
Demobilization/Cleanup	2014	Oct 20 - Oct 31, 2014	10	Offroad Construction	1.12	3.83	6.29	0.00	0.39	0.36	790.2
			10	Fugitive Dust	NA	NA	NA	NA	NA	NA	NA
Worst-case				Offroad Construction	4.65	19.55	42.97	0.000	1.72	1.58	6,296.4
				Fugitive Dust	NA	NA	NA	NA	2.50	0.52	NA

Note:

Emissions were obtained from the URBEMIS output.

Emission Calculations

3. Construction Emissions Summary of Onroad Vehicle Exhaust Emissions

3.1 Construction Emissions - Vehicle Emission Factors: 2014

Emission Source	Vehicle Emission Factors (g/mile)								
	ROG	CO	NOx	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>	PM <sub>10</sub> (brake and tire ware)	PM <sub>2.5</sub> (brake and tire ware)	CO <sub>2</sub>
Worker Commute	0.0456	1.446	0.140	0.003	0.002	0.002	0.0447	0.0177	339.0
Pick-ups	0.0511	1.893	0.249	0.005	0.002	0.002	0.0447	0.0177	461.5
Material Hauling Trucks	0.3414	1.558	11.285	0.017	0.209	0.192	0.0977	0.0355	1751.2

Notes:

1. Emission factors are from the EMFAC2011 database (CARB, 2011) model using the Bay Area Air Basin vehicle fleet for the year 2014.
2. Light-duty auto emission factors were used for worker commute emissions. Onsite working pick-ups were assumed to be light-duty trucks (LDT2). Haul trucks were assumed to be heavy-duty diesel trucks (T7 construction single) to be conservative.

3.2 Construction Emissions - Onroad Vehicle Exhaust Emissions (Annual)

Phase	Period	Emission Sources	Number of Vehicles	Number of Roundtrips/Day	VMT/ Roundtrip	Number of Working Days	VMT/year	ROG	CO	NOx	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>	PM <sub>10</sub> (brake and tire ware)	PM <sub>2.5</sub> (brake and tire ware)	CO <sub>2</sub>	
								tons	tons	tons	tons	tons	tons	tons	tons		
Mobilization/SWPPE	Apr 7 - Apr 18, 2014	Worker Commute	10	1	50	10	5,000	0.0003	0.0080	0.0008	0.00002	0.000012	0.00001	0.00025	0.00010	1.87	
		Pick-ups	4	1	2	10	80	0.0000	0.0002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.04	
		Haul Truck	0	0	0	10	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.00	
Demolition	Apr 21 - May 30, 2014	Worker Commute	10	1	50	30	15,000	0.0008	0.0239	0.0023	0.00006	0.000035	0.00003	0.00074	0.00029	5.6	
		Pick-ups	2	1	2	30	120	0.0000	0.0003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.06	
		Haul Truck	3	2	35	30	6,300	0.0024	0.0108	0.0784	0.0001	0.0015	0.0013	0.0007	0.0002	12.16	
Construction	Jun 2 - Oct 17, 2014	Worker Commute	10	1	50	100	50,000	0.0025	0.0797	0.0077	0.00019	0.00012	0.00011	0.00247	0.00098	18.68	
		Pick-ups	4	1	2	100	800	0.0000	0.0017	0.0002	0.0000	0.0000	0.0000	0.0000	0.0000	0.41	
		Haul Truck	4	1	20	100	8,000	0.0030	0.0137	0.0995	0.0001	0.0018	0.0017	0.0009	0.0003	15.44	
Demobilization/Cleanup	Oct 20 - Oct 31, 2014	Worker Commute	10	1	50	10	5,000	0.0003	0.0080	0.0008	0.0000	0.0000	0.0000	0.0002	0.0001	1.87	
		Pick-ups	4	1	2	10	80	0.000005	0.00017	0.000022	0.0000	0.0000	0.0000	0.000004	0.000002	0.04	
		Haul Truck	0	0	0	10	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.00	
Total								Worker Commute	0.004	0.120	0.012	0.000	0.000	0.000	0.004	0.001	28.02
								Pick-ups	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.55
								Material Hauling Trucks	0.005	0.025	0.178	0.000	0.003	0.003	0.002	0.001	27.60

Emission Calculations

3.3 Construction Emissions - Onroad Vehicle Exhaust Emissions (Daily)

Phase	Period	Emission Sources	Number of Vehicles	Number of Roundtrips/Day	VMT/Roundtrip	Number of Working Days	VMT/day	ROG lbs	CO lbs	NOx lbs	SOx lbs	PM <sub>10</sub> lbs	PM <sub>2.5</sub> lbs	PM <sub>10</sub> (brake and tire ware) lbs	PM <sub>2.5</sub> (brake and tire ware) lbs	CO <sub>2</sub> lbs
Mobilization/SWPPE	Apr 7 - Apr 18, 2014	Worker Commute	10	1	50	10	500	0.050	1.593	0.154	0.004	0.002	0.002	0.049	0.020	373.6
		Pick-ups	4	1	2	10	8	0.001	0.033	0.004	0.000	0.000	0.000	0.001	0.000	8.1
		Haul Truck	0	0	0	10	0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Demolition	Apr 21 - May 30, 2014	Worker Commute	10	1	50	30	500	0.050	1.593	0.154	0.004	0.002	0.002	0.049	0.020	373.6
		Pick-ups	2	1	2	30	4	0.000	0.017	0.002	0.000	0.000	0.000	0.000	0.000	4.1
		Haul Truck	3	2	35	30	210	0.158	0.721	5.225	0.008	0.097	0.089	0.045	0.016	810.7
Construction	Jun 2 - Oct 17, 2014	Worker Commute	10	1	50	100	500	0.050	1.593	0.154	0.004	0.002	0.002	0.049	0.020	373.6
		Pick-ups	4	1	2	100	8	0.001	0.033	0.004	0.000	0.000	0.000	0.001	0.000	8.1
		Haul Truck	4	1	20	100	80	0.060	0.275	1.990	0.003	0.037	0.034	0.017	0.006	308.9
Demobilization/Cleanup	Oct 20 - Oct 31, 2014	Worker Commute	10	1	50	10	500	0.050	1.593	0.154	0.004	0.002	0.002	0.049	0.020	373.6
		Pick-ups	4	1	2	10	8	0.001	0.033	0.004	0.000	0.000	0.000	0.001	0.000	8.1
		Haul Truck	0	0	0	10	0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.0
Worst-case	Worker Commute							0.050	1.593	0.154	0.004	0.002	0.002	0.049	0.020	373.6
	Pick-ups							0.000	0.017	0.002	0.000	0.000	0.000	0.000	0.000	4.1
	Material Hauling Trucks							0.158	0.721	5.225	0.008	0.097	0.089	0.045	0.016	810.7

APPENDIX A (continued)

Emission Calculations

4. URBEMIS Output - Annual  
9/3/2013 09:29:36 AM

URBEMIS 2007 Version 9.2.4  
Combined Annual Emissions Reports (Tons/Year)

File Name: C:\project\Los Gatos\Los Gatos URBEMIS 08272013.urb924

Project Name: Los Gatos

Project Location: Bay Area Air District

Onroad Vehicle Emissions Based on: Version : EMFAC2007 V2.3 Nov 1 2006

Offroad Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5	PM2.5	CO2
2014 TOTALS (tons/year unmitigated)	0.34	2.67	1.41	0.00	0.04	0.12	0.16	0.01	0.11	0.12	397.05

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2014	0.34	2.67	1.41	0.00	0.04	0.12	0.16	0.01	0.11	0.12	397.05
Mass Grading 04/07/2014-04/18/2014	0.01	0.10	0.04	0.00	0.01	0.00	0.02	0.00	0.00	0.01	14.63
Mass Grading Dust	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00
Mass Grading Offroad Diesel	0.01	0.10	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.24
Mass Grading Onroad Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38
Demolition 04/21/2014-05/30/2014	0.07	0.65	0.33	0.00	0.03	0.03	0.06	0.01	0.02	0.03	98.66
Fugitive Dust	0.00	0.00	0.00	0.00	0.05	0.00	0.05	0.01	0.00	0.01	0.00
Demo Offroad Diesel	0.07	0.64	0.29	0.00	0.00	0.03	0.03	0.00	0.02	0.02	94.45
Demo Onroad Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.21
Building 06/02/2014-10/17/2014	0.24	1.77	0.96	0.00	0.00	0.08	0.08	0.00	0.08	0.08	260.52
Building Offroad Diesel	0.23	1.72	0.92	0.00	0.00	0.08	0.08	0.00	0.07	0.07	245.63
Building Vendor Trips	0.00	0.05	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.89
Building Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building 10/20/2014-10/31/2014	0.02	0.16	0.08	0.00	0.00	0.01	0.01	0.00	0.01	0.01	23.24
Building Offroad Diesel	0.02	0.15	0.08	0.00	0.00	0.01	0.01	0.00	0.01	0.01	21.75
Building Vendor Trips	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.49
Building Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

APPENDIX A (continued)

Emission Calculations

Phase Assumptions

Phase: Demolition 4/21/2014 - 5/30/2014 - Demolition

Building Volume Total (cubic feet): 0

Building Volume Daily (cubic feet): 0

Onroad Truck Travel (VMT): 0

Offroad Equipment:

- 1 Air Compressor (106 hp) operating at a 0.48 load factor for 6 hours per day
- 2 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day
- 1 Excavator (168 hp) operating at a 0.57 load factor for 6 hours per day
- 1 Forklift (145 hp) operating at a 0.3 load factor for 6 hours per day
- 1 Generator Set (549 hp) operating at a 0.74 load factor for 6 hours per day
- 1 Grader (174 hp) operating at a 0.61 load factor for 6 hours per day
- 2 Other Equipment (190 hp) operating at a 0.62 load factor for 6 hours per day
- 1 Tractor/Loader/Backhoe (108 hp) operating at a 0.55 load factor for 6 hours per day
- 1 Water Truck (189 hp) operating at a 0.5 load factor for 6 hours per day

Phase: Mass Grading 4/7/2014 - 4/18/2014 - Mobilization

Total Acres Disturbed: 1.25

Maximum Daily Acreage Disturbed: 0.25

Fugitive Dust Level of Detail: Default

10 lbs per acre-day

Onroad Truck Travel (VMT): 0

Offroad Equipment:

- 1 Air Compressor (106 hp) operating at a 0.48 load factor for 6 hours per day
- 1 Generator Set (549 hp) operating at a 0.74 load factor for 6 hours per day
- 1 Water Truck (189 hp) operating at a 0.5 load factor for 6 hours per day

Phase: Building Construction 6/2/2014 - 10/17/2014 - Default Building Construction Description

Offroad Equipment:

- 1 Air Compressor (106 hp) operating at a 0.48 load factor for 6 hours per day
- 2 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day
- 1 Excavator (168 hp) operating at a 0.57 load factor for 8 hours per day
- 1 Generator Set (49 hp) operating at a 0.74 load factor for 6 hours per day
- 1 Grader (174 hp) operating at a 0.61 load factor for 6 hours per day
- 1 Off Highway Truck (479 hp) operating at a 0.57 load factor for 6 hours per day
- 1 Other Equipment (190 hp) operating at a 0.62 load factor for 6 hours per day
- 1 Plate Compactor (8 hp) operating at a 0.43 load factor for 8 hours per day
- 1 Tractor/Loader/Backhoe (108 hp) operating at a 0.55 load factor for 6 hours per day
- 1 Water Truck (189 hp) operating at a 0.5 load factor for 6 hours per day

Phase: Building Construction 10/20/2014 - 10/31/2014 - Demobilization

Offroad Equipment:

- 1 Air Compressor (106 hp) operating at a 0.48 load factor for 6 hours per day
- 2 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day
- 1 Generator Set (49 hp) operating at a 0.74 load factor for 6 hours per day
- 1 Grader (174 hp) operating at a 0.61 load factor for 6 hours per day
- 1 Off Highway Truck (479 hp) operating at a 0.57 load factor for 6 hours per day
- 1 Other Equipment (190 hp) operating at a 0.62 load factor for 6 hours per day
- 1 Tractor/Loader/Backhoe (108 hp) operating at a 0.55 load factor for 6 hours per day
- 1 Water Truck (189 hp) operating at a 0.5 load factor for 6 hours per day

APPENDIX A (continued)

**Emission Calculations**

**5. URMEMIS Output - Daily**

9/3/2013 09:29:53 AM

Urbemis 2007 Version 9.2.4

**Combined Summer Emissions Reports (Pounds/Day)**

File Name: C:\project\Los Gatos\Los Gatos URBEMIS 08272013.urb924

Project Name: Los Gatos

Project Location: Bay Area Air District

Onroad Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Offroad Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5	PM2.5	CO2
2014 TOTALS (lbs/day unmitigated)	4.73	43.09	21.85	0.00	2.50	1.72	3.84	0.52	1.59	2.03	6,577.32

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 4/7/2014-4/18/2014 Active Days: 10	1.76	19.35	7.41	0.00	<u>2.50</u>	0.68	3.18	<u>0.52</u>	0.63	1.15	2,925.07
Mass Grading 04/07/2014-04/18/2014	1.76	19.35	7.41	0.00	2.50	0.68	3.18	0.52	0.63	1.15	2,925.07
Mass Grading Dust	0.00	0.00	0.00	0.00	2.50	0.00	2.50	0.52	0.00	0.52	0.00
Mass Grading Offroad Diesel	1.74	19.31	6.78	0.00	0.00	0.68	0.68	0.00	0.62	0.62	2,848.46
Mass Grading Onroad Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.02	0.03	0.63	0.00	0.00	0.00	0.01	0.00	0.00	0.00	76.61
Time Slice 4/21/2014-5/30/2014 Active Days: 30	4.67	<u>43.09</u>	<u>21.85</u>	0.00	2.11	<u>1.72</u>	<u>3.84</u>	0.44	<u>1.59</u>	<u>2.03</u>	<u>6,577.32</u>
Demolition 04/21/2014-05/30/2014	4.67	43.09	21.85	0.00	2.11	1.72	3.84	0.44	1.59	2.03	6,577.32
Fugitive Dust	0.00	0.00	0.00	0.00	2.10	0.00	2.10	0.44	0.00	0.44	0.00
Demo Offroad Diesel	4.59	42.97	19.55	0.00	0.00	1.72	1.72	0.00	1.58	1.58	6,296.43
Demo Onroad Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Worker Trips	0.07	0.12	2.30	0.00	0.01	0.01	0.02	0.00	0.01	0.01	280.90
Time Slice 6/2/2014-10/17/2014 Active Days: 100	<u>4.73</u>	35.34	19.27	<u>0.00</u>	0.01	1.65	1.66	0.00	1.52	1.52	5,210.44

APPENDIX A (continued)

**Emission Calculations**

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Building 06/02/2014-10/17/2014	4.73	35.34	19.27	0.00	0.01	1.65	1.66	0.00	1.52	1.52	5,210.44
Building Offroad Diesel	4.65	34.33	18.46	0.00	0.00	1.61	1.61	0.00	1.48	1.48	4,912.54
Building Vendor Trips	0.08	1.01	0.82	0.00	0.01	0.04	0.05	0.00	0.03	0.04	297.90
Building Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Time Slice 10/20/2014-10/31/2014 Active Days: 10	4.15	31.19	15.94	<b>0.00</b>	0.01	1.42	1.44	0.00	1.31	1.31	4,648.53
Building 10/20/2014-10/31/2014	4.15	31.19	15.94	0.00	0.01	1.42	1.44	0.00	1.31	1.31	4,648.53
Building Offroad Diesel	4.07	30.18	15.13	0.00	0.00	1.39	1.39	0.00	1.28	1.28	4,350.63
Building Vendor Trips	0.08	1.01	0.82	0.00	0.01	0.04	0.05	0.00	0.03	0.04	297.90
Building Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**Phase Assumptions**

Phase: Demolition 4/21/2014 - 5/30/2014 - Demolition

Building Volume Total (cubic feet): 0

Building Volume Daily (cubic feet): 0

Onroad Truck Travel (VMT): 0

Offroad Equipment:

- 1 Air Compressor (106 hp) operating at a 0.48 load factor for 6 hours per day
- 2 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day
- 1 Excavator (168 hp) operating at a 0.57 load factor for 6 hours per day
- 1 Forklift (145 hp) operating at a 0.3 load factor for 6 hours per day
- 1 Generator Set (549 hp) operating at a 0.74 load factor for 6 hours per day
- 1 Grader (174 hp) operating at a 0.61 load factor for 6 hours per day
- 2 Other Equipment (190 hp) operating at a 0.62 load factor for 6 hours per day
- 1 Tractor/Loader/Backhoe (108 hp) operating at a 0.55 load factor for 6 hours per day
- 1 Water Truck (189 hp) operating at a 0.5 load factor for 6 hours per day

Phase: Mass Grading 4/7/2014 - 4/18/2014 - Mobilization

Total Acres Disturbed: 1.25

Maximum Daily Acreage Disturbed: 0.25

Fugitive Dust Level of Detail: Default

10 lbs per acre-day

Onroad Truck Travel (VMT): 0

Offroad Equipment:

- 1 Air Compressor (106 hp) operating at a 0.48 load factor for 6 hours per day
- 1 Generator Set (549 hp) operating at a 0.74 load factor for 6 hours per day
- 1 Water Truck (189 hp) operating at a 0.5 load factor for 6 hours per day



APPENDIX A (continued)

**Emission Calculations**

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Phase: Building Construction 6/2/2014 - 10/17/2014 - Default Building Construction Description

Offroad Equipment:

- 1 Air Compressors (106 hp) operating at a 0.48 load factor for 6 hours per day
- 2 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day
- 1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
- 1 Generator Sets (49 hp) operating at a 0.74 load factor for 6 hours per day
- 1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
- 1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 6 hours per day
- 1 Other Equipment (190 hp) operating at a 0.62 load factor for 6 hours per day
- 1 Plate Compactors (8 hp) operating at a 0.43 load factor for 8 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day
- 1 Water Truck (189 hp) operating at a 0.5 load factor for 6 hours per day

Phase: Building Construction 10/20/2014 - 10/31/2014 - Demobilization

Offroad Equipment:

- 1 Air Compressor (106 hp) operating at a 0.48 load factor for 6 hours per day
- 2 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day
- 1 Generator Set (49 hp) operating at a 0.74 load factor for 6 hours per day
- 1 Grader (174 hp) operating at a 0.61 load factor for 6 hours per day
- 1 Off Highway Truck (479 hp) operating at a 0.57 load factor for 6 hours per day
- 1 Other Equipment (190 hp) operating at a 0.62 load factor for 6 hours per day
- 1 Tractor/Loader/Backhoe (108 hp) operating at a 0.55 load factor for 6 hours per day
- 1 Water Truck (189 hp) operating at a 0.5 load factor for 6 hours per day

