

SANTA CLARA COUNTY I-280 CORRIDOR STUDY

Appendix 1 Environmental Screening Study

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)



SECTION 1.0 INTRODUCTION AND PURPOSE

This environmental screening study describes the existing land use, demographic setting, and environmental conditions and constraints to assist evaluation of potential improvements to the Interstate 280 (I-280) study corridor. The scope of the environmental screening study is limited to environmental issues (i.e., land use and demographics, cultural resources, hazardous materials, hydrology and flooding impacts, and biological resources) within the study corridor that would provide opportunities and/or constraints to potential improvements to the I-280 corridor. Future individual improvement projects along the corridor may include bikeways, pedestrian crossings, lane widening, and improvements to interchanges etc. These future projects would be evaluated for impacts to all environmental resource areas, including air quality, noise, and aesthetics. The study corridor encompasses the environmental conditions within 250 feet on either side of the freeway mainline and interchanges, extending about 22 miles from the United States Highway 101 (US 101)/I-280 intersection in San José through Santa Clara County to the Santa Clara County/San Mateo County border (see Figure 1). I-280 has four system interchanges and 20 local roadway interchanges in the study corridor. The assessment focuses on the following environmental issues:

- Land Use
- Environmental Justice Population
- Cultural Resources
- Scenic Resources
- Hazardous Materials
- Hydrology and Flooding
- Biological resources
- Noise

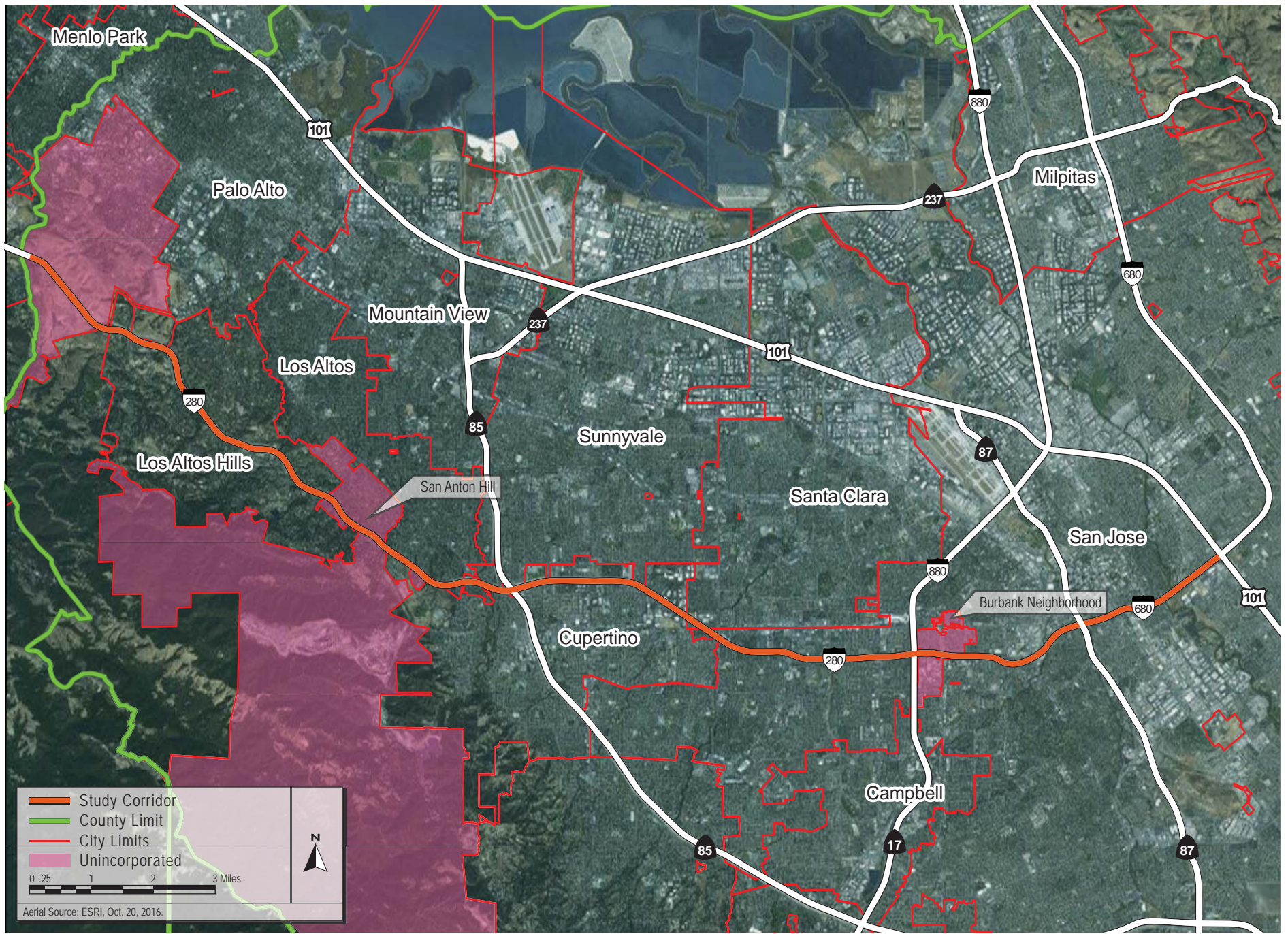
Conclusions from the environmental assessment are then used to evaluate the likely level of constraint posed by the resource area for future improvements to the I-280 corridor.

1.1 LAND USE

Within the study corridor, the I-280 alignment is generally southeast to northwest, so for the purposes of this assessment, San José is considered the south end and Los Altos Hills/Palo Alto is considered the north end of the corridor.

1.1.1 San José

Within the City of San José, multiple land uses are adjacent to the corridor including residential, commercial (neighborhood, regional), public/quasi-public, industrial, and open space. From the southern boundary of the corridor (I-280/US 101 Interchange) to Lawrence Expressway, surrounding land uses are primarily residential neighborhoods of mixed densities, but also include industrial, institutional (school), and commercial uses. Open spaces along the corridor are mainly creeks and parks including Coyote Creek, the Guadalupe River and Los Gatos Creek trails, and the Frank Santana Park. These

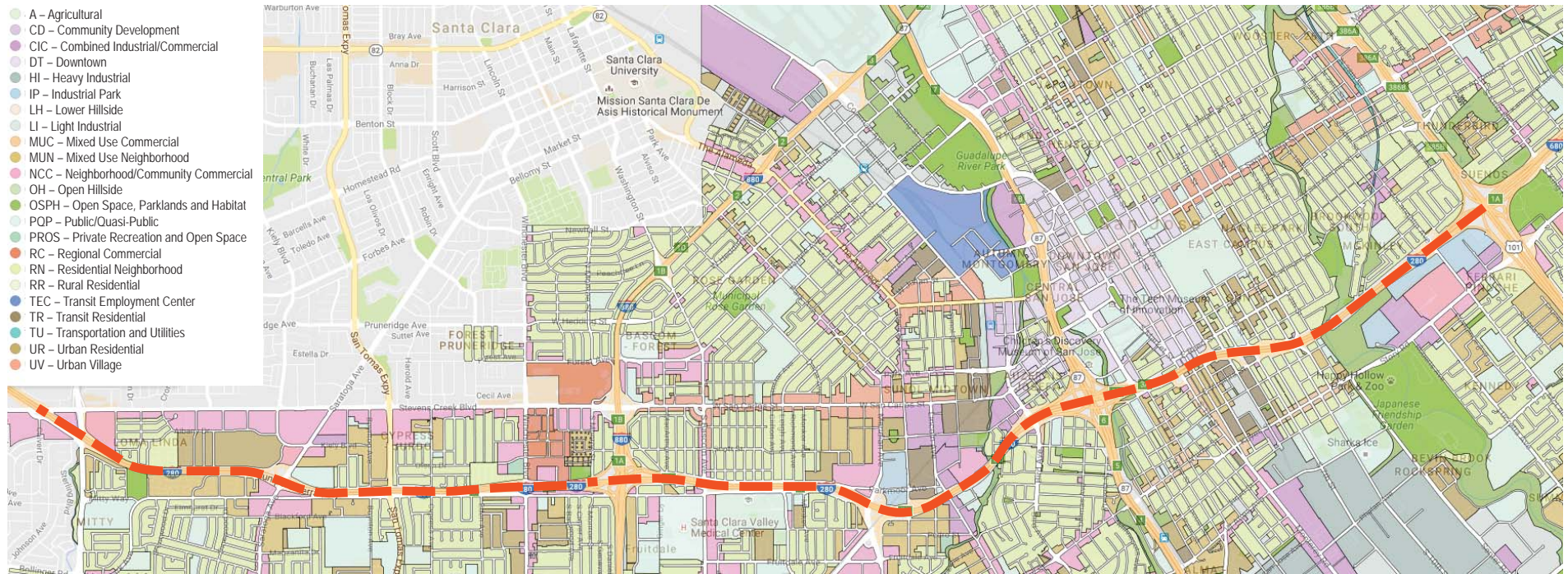


PROJECT AREA

FIGURE 4.1-1

I-280 Study Corridor

- A – Agricultural
- CD – Community Development
- CIC – Combined Industrial/Commercial
- DT – Downtown
- HI – Heavy Industrial
- IP – Industrial Park
- LH – Lower Hillside
- LI – Light Industrial
- MUC – Mixed Use Commercial
- MUN – Mixed Use Neighborhood
- NCC – Neighborhood/Community Commercial
- OH – Open Hillside
- OSPH – Open Space, Parklands and Habitat
- POP – Public/Quasi-Public
- PROS – Private Recreation and Open Space
- RC – Regional Commercial
- RN – Residential Neighborhood
- RR – Rural Residential
- TEC – Transit Employment Center
- TR – Transit Residential
- TU – Transportation and Utilities
- UR – Urban Residential
- UV – Urban Village



SAN JOSE GENERAL PLAN LAND USE DESIGNATIONS ADJACENT TO I-280

FIGURE 2

residential, commercial, and open space uses are consistent with the uses identified on the *Envision San José 2040* General Plan Land Use Map (see Figure 2).

Based on the *Envision San José 2040* General Plan, the study corridor (within 250 feet of the I-280 mainline and interchanges) is located in proximity to seven planned intensification areas including employment areas and urban villages, specifically transit urban villages. Planned employment areas include office, research and development, and light and heavy industrial uses with supporting commercial uses. The employment areas are generally located near existing and planned regional transportation infrastructure (i.e., BART, freeways, and light rail stations).

Transit urban villages include intensification of job and housing growth. Typically these villages are designated near existing or planned regional transit stations (i.e., BART) and light rail stations. Areas near the light rail stations are planned for retail and service jobs in proximity to residences to reduce commute trips. Mixed-used developments are also highly encouraged in transit urban villages. The following seven planned intensification areas are identified in the *Envision San José 2040* General Plan as immediately adjacent to the I-280 corridor:

- MGSP – Martha Gardens (*Specific Plan Areas*) immediately adjacent to I-280 southbound lanes;
- DT – Downtown (*Downtown*) immediately adjacent to I-280 northbound lanes;
- VR9 – Race St. Light Rail (*Urban Village*) immediately adjacent to I-280 northbound lanes;
- CR31 – West San Carlos St. (*Urban Village*) north of I-280 northbound lanes;
- C39 – S. Bascom Ave (North) (*Urban Village*) immediately adjacent to I-280 southbound lanes;
- C38 – Winchester Blvd. (*Urban Village*) immediately adjacent to I-280 southbound lanes;
- C35 – Valley Fair/Santana Row (*Urban Village*) immediately adjacent to I-280 northbound lanes;
- CR32 – Stevens Creek Blvd. (*Urban Village*) north of I-280 alignment; and
- C41 – Saratoga Avenue (*Urban Village*) immediately adjacent to I-280 southbound lanes.

1.1.2 Santa Clara

The City of Santa Clara briefly intersects with I-280 at the southwest portion of the city's boundary. Land uses within 250 feet of the I-280 mainline include office/research and development, municipal water tanks and a utility services yard, parks/open space, and high density offices (see Figure 3). Based on the City of Santa Clara 2010-2035 General Plan Land Use Map, the existing development is consistent with the land use designations of the General Plan and it is unlikely that future development intensification would occur in these areas.

1.1.3 Cupertino

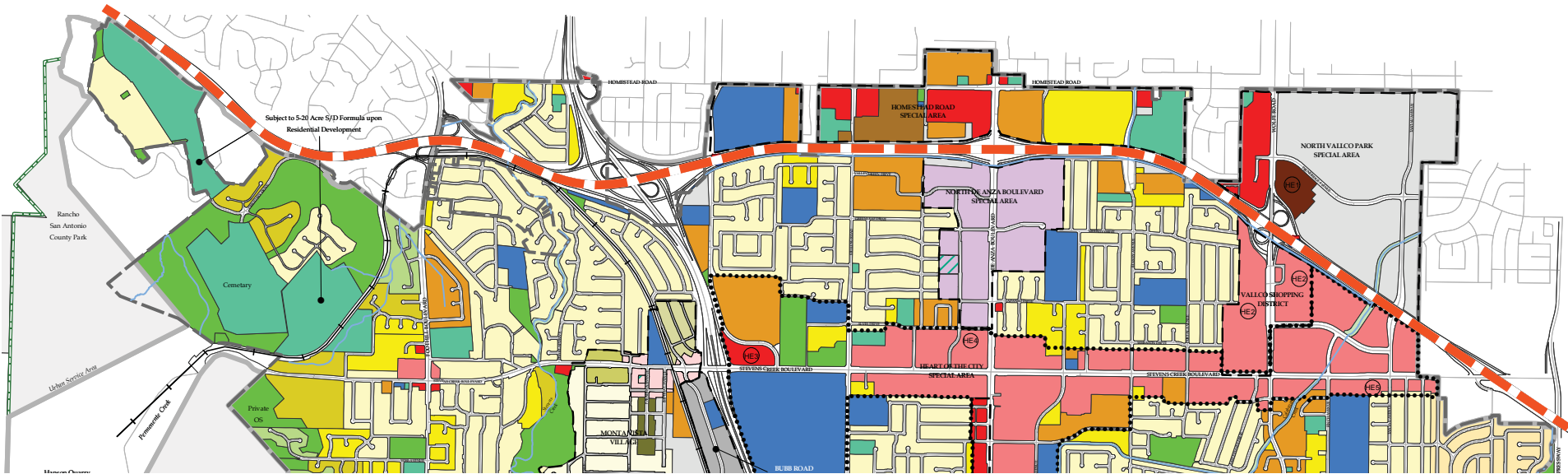
As I-280 passes through Cupertino, it intersects with industrial, office, residential, commercial, quasi-public/institutional, and public facilities uses (see Figure 4). The corridor is also adjacent to the following "Special Areas" each with a specific plan:



- I-280 Study Corridor
- City Limit

SANTA CLARA GENERAL PLAN LAND USE DESIGNATIONS ADJACENT TO I-280

FIGURE 3



— I-280 Study Corridor

⋯ City Boundary

⋯ Heart of the City

⋯ Special Center Boundaries

⋯ Urban Service Area

⋯ Sphere of Influence

— Creeks

⊙ HE Housing Element Site

Residential Land Use Designations

- Very Low Density (5-20 Acre Slope Density Formula)
- Very Low Density (1/2 Acre Slope Density Formula)
- Very Low Density (Slope Density Formula)
- Low Density (1-5 DU / Ac.)
- Low Density (1-6 DU / Ac.) Rancho Rinconada
- Low / Medium Density (5-10 DU / Ac.)
- Medium (10-20 DU / Ac.)
- Medium / High Density (20-35 DU / Ac.)
- High Density (> 35 DU / Ac.)

Sites designated ⊙ are Priority Housing Sites as identified in the adopted Housing Element

Commercial areas in neighborhoods have a residential density of 15 DU/AC.

Notwithstanding the densities shown above, sites are designated as Priority Housing Sites in the adopted Housing Element shall have the densities shown in the Housing Element

Commercial properties in the Homestead Special Area except those on the South side of Homestead between De Anza and Stelling have a density of 15 DU/AC.

Non-Residential Land Use Designations

- Commercial / Office / Residential
- Commercial / Residential
- Office / Industrial / Commercial / Residential
- Industrial / Residential
- Industrial / Residential / Commercial
- Public Facilities
- Quasi-Public / Institutional
- Quasi-Public / Institutional Overlay
- Parks and Open Space
- Riparian Corridor
- Transportation
- County

Monta Vista Land Use Designations

- Residential (0-4.4 DU / Ac.)
- Residential (4.4-7.7 DU / Ac.)
- Residential (4.4-12 DU / Ac.)
- Residential (10-15 DU / Ac.)
- Neighborhood Commercial / Residential



CUPERTINO GENERAL PLAN LAND USE DESIGNATIONS ADJACENT TO I-280

FIGURE 4

- North Vallco Gateway;
- South Vallco Park;
- Vallco Shopping District;
- North De Anza Gateway;
- North De Anza Special Area; and
- Stelling Gateway.

Based on the existing development and the areas identified as special areas in the city of Cupertino’s *Community Vision 2015-2040 General Plan*, an intensification of existing development along the I-280 corridor is expected in the special areas identified above.

1.1.4 Sunnyvale

The City of Sunnyvale briefly intersects with I-280 at the city’s south and southwestern border. Lands adjacent to I-280 are designated in the Sunnyvale General Plan as Low and Medium Density Residential. The existing development along the I-280 corridor consists of residential neighborhoods and undeveloped land at the I-280/State Route 85 (SR 85) interchange (see Figure 5).

1.1.5 Los Altos

The land adjacent to the I-280 corridor as it passes through the City of Los Altos is designated primarily as Single Family, with the remaining areas designated as Open Space and Public and Institutional (see Figure 6). The existing development along the I-280 corridor is consistent with the General Plan Land Use designations. It is not expected that these areas would be further developed.

1.1.6 Los Altos Hills

The I-280 corridor passes through Los Altos Hills in primarily single-family residential areas and also is adjacent to areas designated as Open Space Preserve, Recreation Area – Public, and Institutional. On the I-280 northbound side, I-280 is adjacent to the O’Keefe Open Space Preserve, and recreational areas (Purissima Little League Fields). Institutional uses (Foothill College) are adjacent to the southbound lanes of I-280 (see Figure 7). The existing development along the study area is consistent with the land uses designated in the City of Los Altos Hills’ General Plan. The General Plan does not identify locations of future intensified development along the I-280 corridor.

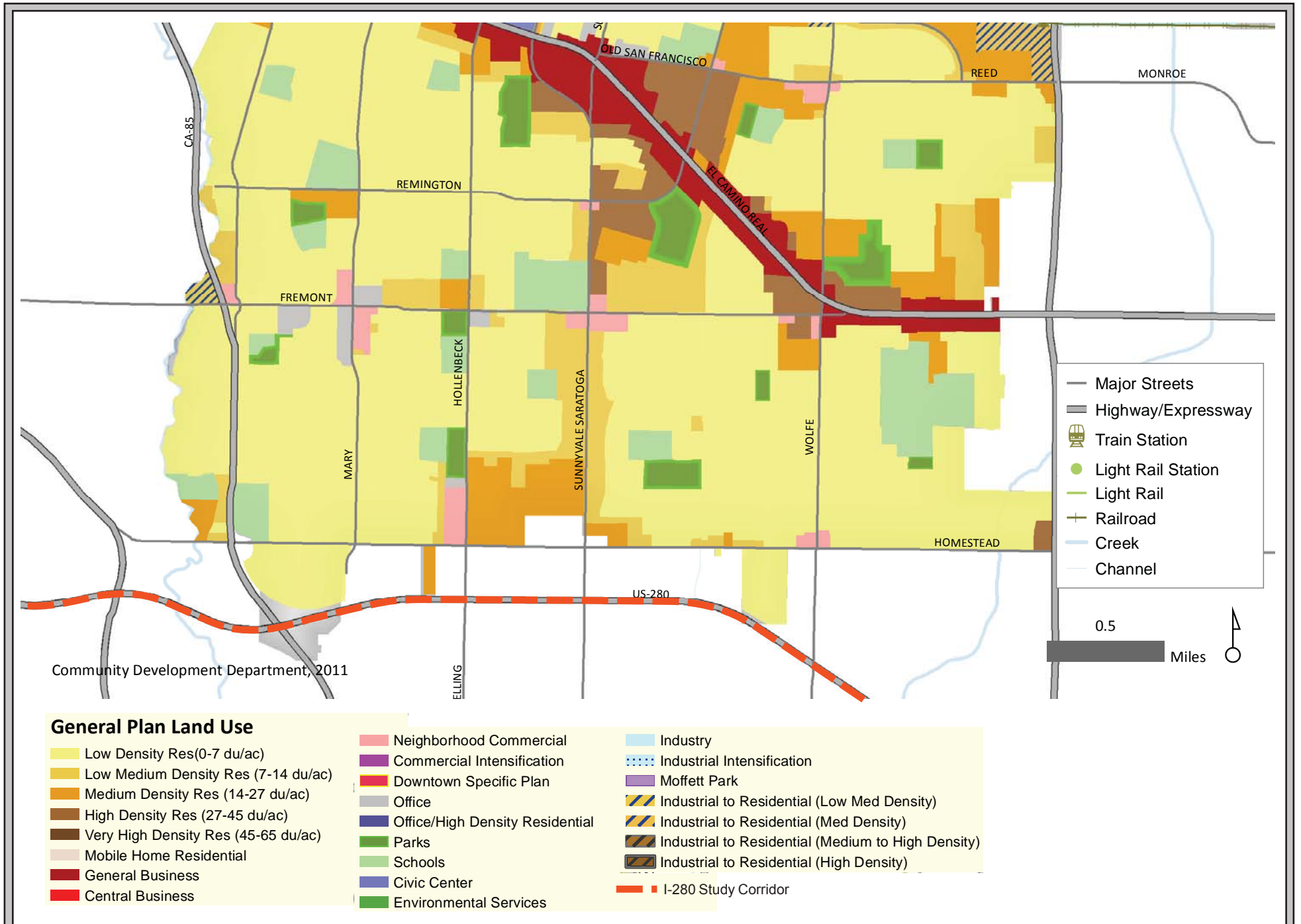
1.1.7 Palo Alto

Lands adjacent to the I-280 corridor in Palo Alto are undeveloped land associated with Stanford University (north side) and open space/controlled development on the south side of I-280 (see Figure 8). These land uses are consistent with the Land Use designations in the Palo Alto General Plan. The General Plan does not identify locations of future intensified development along the I-280 corridor.

1.1.8 Unincorporated Santa Clara County

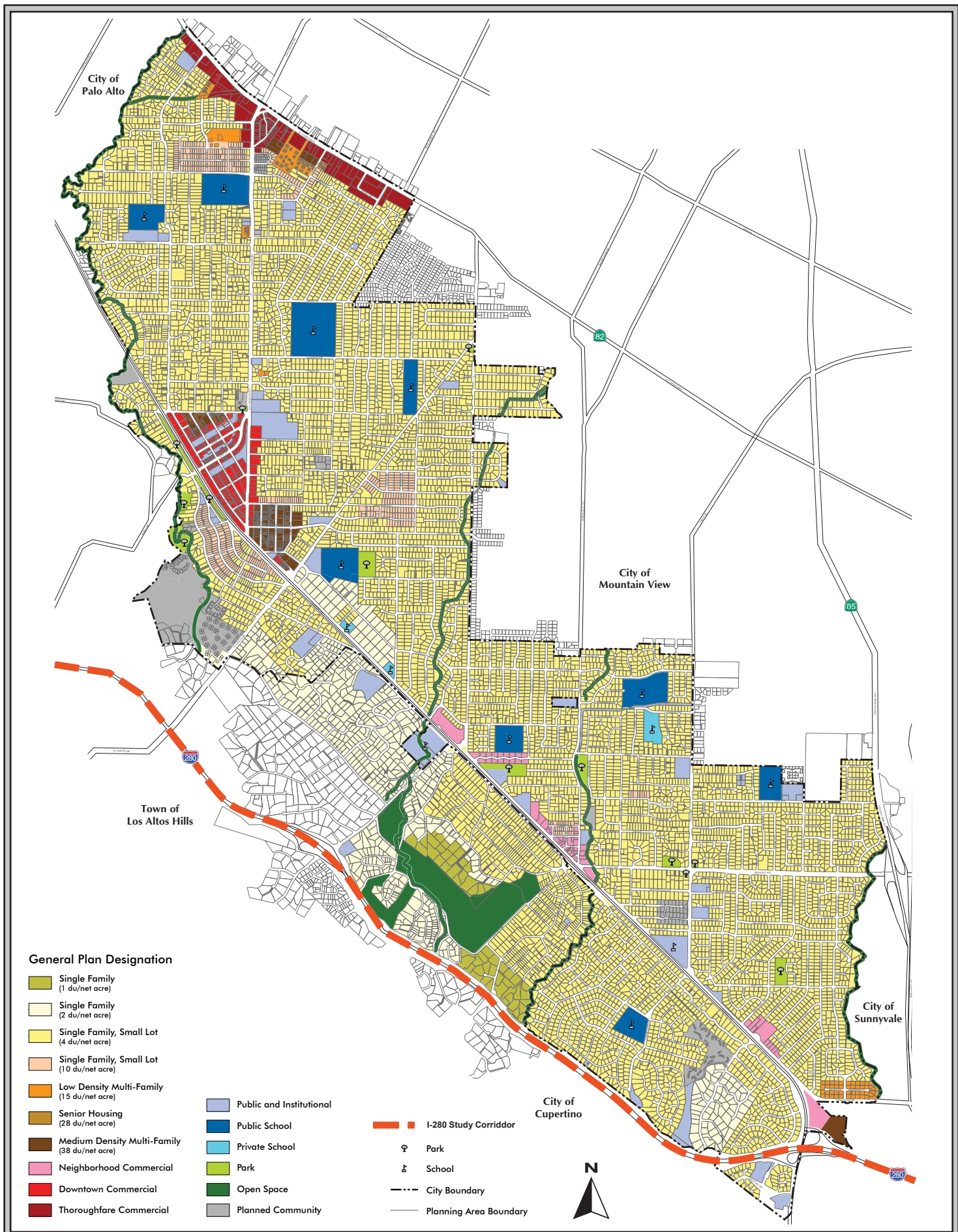
Parts of the I-280 corridor pass through unincorporated lands of Santa Clara County. These lands include:

- A portion of the Cypress-Jurdo neighborhood, which is surrounded by the City of San José;



SUNNYVALE GENERAL PLAN LAND USE DESIGNATIONS ADJACENT TO I-280

FIGURE 5



LOS ALTOS GENERAL PLAN LAND USE DESIGNATIONS ADJACENT TO I-280

FIGURE 6

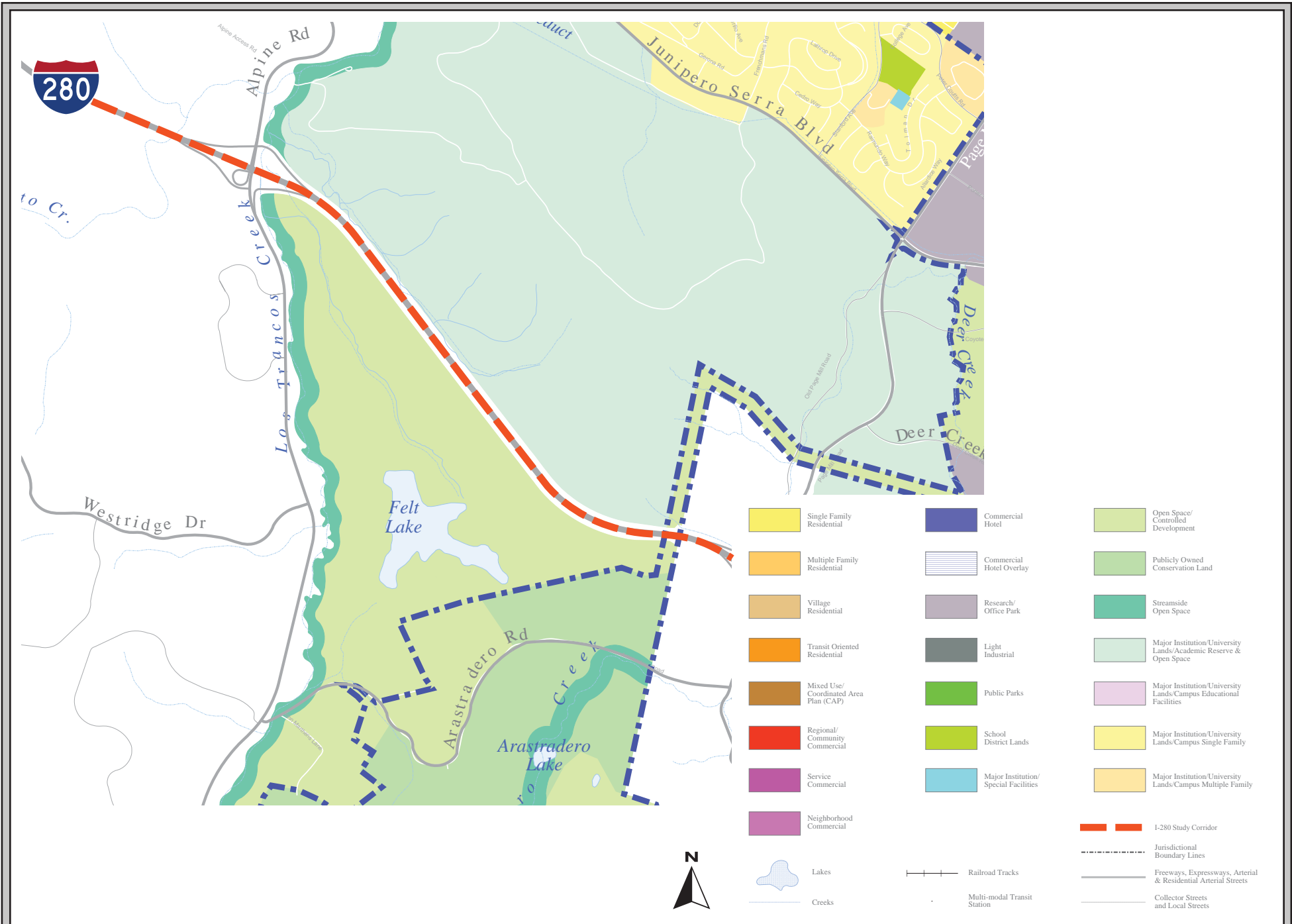
Legend:

- R RESIDENTIAL
- I INSTITUTIONAL
- P Public School
- Pr Private School
- E Public Elementary School
- Fire Station
- Religious
- OSP OPEN SPACE PRESERVE
- RA - PB RECREATION AREA-PUBLIC
- RA - PR RECREATION AREA-PRIVATE
- OSCA OPEN SPACE CONSERVATION AREA
- CREEKS AND STREAMS
- TOWN BOUNDARY
- I-280 STUDY CORRIDOR



LOS ALTOS HILLS GENERAL PLAN LAND USE DESIGNATIONS ADJACENT TO I-280

FIGURE 7



PALO ALTO GENERAL PLAN LAND USE DESIGNATIONS ADJACENT TO I-280

FIGURE 8

- A portion of the Burbank neighborhood, which is surrounded by the City of San José;
- The Maryknoll Seminary property, an unincorporated enclave between Cupertino and Los Altos;
- In the Loyola area, between the northern Cupertino city limit and Los Altos Hills city limit; and
- Stanford University lands, which compromise approximately 2 miles between the San Mateo County line near Alpine Road and the Los Altos Hills city limit north of Page Mill Road.

1.2 ENVIRONMENTAL JUSTICE POPULATION

To determine whether possible I-280 improvements would affect minorities and/or low-income populations, or environmental justice populations, census data was reviewed to determine if such populations are present in the study corridor. The criteria for an environmental justice population, as defined by the Council on Environmental Quality, includes either: (a) the minority or low-income population of the affected area exceeds 50 percent, or (b) the minority or low-income percentage of the affected area is meaningfully greater (e.g., more than 10 percent) than the minority or low-income population percentage in the general population or other appropriate unit of geographic analysis (e.g., the counties overlapping the study corridor).

There are 33 census tracts represented along the I-280 study corridor. The demographic characteristics within each of these census tracts were compared to those for Santa Clara County as a whole. Santa Clara County was selected as the appropriate unit of geographic analysis, since the corridor includes multiple cities within the County.

As shown in Table 3-1 on the following page, the census tracts that comprise the I-280 study corridor have a combined minority population that exceeds 50 percent, which is generally equivalent to the minority representation of the County as a whole.

Demographics	33 Census Tracts	Santa Clara County
<i>Ethnicity (%)</i>		
Black or African American	3.2%	3.4%
Asian	34.9%	35.2%
*Native American	1.9%	2.1%
Hispanic or Latino	27%	26.2%
Total Minorities	67%	67.5%
Source: 2010 US Census and 2009-2013 American Community Survey. *Native American includes American Indian, Alaska Native, and Native Hawaiian and other Pacific Islander.		

With respect to income, compared to the entire County, which has an average of 6.7 percent of the population with incomes below the poverty line, seven of the 33 census tracts (5015.01, 5016, 5017, 5020.02, 5021.02, 5031.05, 5031.1) have a low-income population greater than 16.7 percent below the poverty line. These environmental justice, low-income populations are located primarily along the I-280 corridor as it passes through San José (see Figure 9).



LOW-INCOME POPULATIONS GREATER THAN TWENTY PERCENT

FIGURE 9

1.3 CULTURAL RESOURCES

An archaeological records search was completed by *Archaeological/Historical Consultants* in April 2016 at the Northwest Information Center (NWIC) of the California Historical Resources Information System (see Appendix A). Recordation of a cultural resource does not imply that it is eligible for the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR), just that it has been recorded as a site or structure over 50 years of age as part of a CEQA or NEPA project. As part of the cultural resources investigation, *Archaeological/Historical Consultants* reviewed the State Office of Historic Preservation's list of Archaeological Determinations of Eligibility and Historic Properties Directory for Santa Clara County, along with local inventory information from Santa Clara County and the cities of San José, Santa Clara, Cupertino, Los Altos, Los Altos Hills, and Palo Alto.

Archaeological resources include both prehistoric and historic resources. Based on the records search, there are 35 cultural resources found within the I-280 study corridor, including: one prehistoric archaeological resource, one historic archaeological resource, three historic districts, 29 historic buildings, and one other resource. Of the 35 resources identified, 33 are found in San José, with the remaining resource in Cupertino.¹ Historic buildings in downtown San José account for two of the historic districts and 27 of the historic structures.

Review of the County and City registers of historic places revealed three properties not included in the NWIC search, namely the Maryknoll Seminary in an unincorporated portion of the County near Cupertino and two historic districts in San José. The two historic districts may contain historic structures listed by the City of San José but not by the NWIC.

1.3.1 San José

I-280 runs through San José for approximately 6.5 miles. Within that stretch, there are 33 cultural resources recorded in the NWIC, including two archaeological sites, one other resource, two historic districts, and 28 historic buildings. The study corridor also includes parts of two City Conservation Districts not listed by NWIC or the State Office of Historic Preservation.

1.3.1.1 *Archaeological Resources*

Prehistoric archaeological resource (P-43-002276) is a buried fire-cracked rock feature, possibly a hearth, recorded in 2008 during archaeological testing. The resource is located within the northwest quadrant of the I-280/I-880 interchange.

Prehistoric archaeological resource P-43-001056 (CA-SCL-672/H) is a historic trash dump located on Vine Street in San José, recorded in 1988.

Neither of the prehistoric archaeological resources have been noted as eligible for listing under the NRHP or CRHR.

¹ Note that the NWIC search included an additional historic archaeological resource that is within the 250 foot radius but is in San Mateo County. This resource, a historic trash scatter in a ravine adjacent to the highway, is not included in the count.

1.3.1.2 *Other Resources*

The former location of the Dreishmeyer Brickyard, an industrial facility active from 1869 to 1875 is recorded with NWIC as “other resource” C-862. A 1989 study noted that the area, located along Coyote Creek near the intersection of Martha Street and South 12th Street, had the potential for subsurface archaeological deposits related to the early production of brick in San José. The site is within 250 feet of the I-280 southbound lanes.

1.3.1.3 *Historic Districts*

The historic districts adjacent to I-280 include locally-designated historic conservation districts in downtown San José. The districts include the Martha Gardens Historic Residential Neighborhood (NWIC P-43-002011) and the Guadalupe/Washington Conservation Area Historic District (NWIC P-43-002278). The remaining districts, the Market-Almaden Conservation Area and the Reed City Landmark Historic District, are not recorded at NWIC.

The Martha Gardens Conservation Area is a locally-listed historic district generally bounded by I-280 on the north, Martha Street on the south, the alley between South First and South Second Streets on the west, and the rear property lines of lots on the east side of South Third Street on the east. The area includes vernacular and architect-designed single family residences dating from the mid-1870s to circa 1940, residences converted to boarding houses, and post-World War II multiple-unit residences. The area is immediately adjacent to I-280 southbound lanes.

The Guadalupe/Washington Conservation Area is located south of Downtown San José immediately adjacent to I-280 southbound lanes, generally bounded on the east by the rear property lines of commercial properties on the west side of South First Street, on the west by the Guadalupe River, and on south by portions of Willow Street. The district is characterized by streetscapes of mostly late 19th and 20th century National, Queen Anne, Neoclassical, Craftsman, and Minimal Traditional cottages with a similarity of scale and setbacks, mature landscaping, etc. which convey a clear historical association with the development of the neighborhood.

The Market-Almaden Conservation Area, surrounded by the Downtown Core, is located just west of South Market Street bounded by Almaden Avenue on the west, Balbach Street on the north and West Reed Street and I-280 on the south. The area is characterized by mostly single family residences of Victorians and Craftsman bungalows dating from the late 1800s and early 1900s.

The Reed City Landmark Historic District occupies an extremely irregular area on the south side of San José State University between East San Salvador Street and I-280, South Fourth Street and South Ninth streets. The area is immediately adjacent to northbound I-280 lanes. The district is significant for residential development circa 1870-1935 as well as early modern multi-family residential architecture built after World War II as a result of the growth of San José State College/University. The southern portion of the Reed City District in the vicinity of Reed School, constructed in 1970 (later known as Lowell School on East Reed Street between South Sixth and Seventh Streets) retains 1870-1935 housing stock, especially along South Sixth Street south of Reed Street.

1.3.1.4 *Historic Architectural Resources*

There are 28 historic buildings within the study corridor in San José that are identified in the NWIC record search. Three of the buildings are listed on the National Register of Historic Places (NRHP) and include the Roberto-Sunol Adobe (P-43-000392), the Roma Bakery (P-43-000476), and the Ross-Steffani-Byron Houses. Additional buildings within 250 feet of the I-280 corridor as it passes through San José that may be eligible for NRHP and/or CRHR, or local listing include:

Primary Number	Resource	Address
P-43-002236	Brentwood and O'Dell Apartments	524-544 Dudley Ave.
P-43-001914	Campbell House	884 South 2 nd Street
P-43-001919	Moson-Edwards House	694 South 2 nd Street
P-43-001920	Schultz House	705 South 2 nd Street
P-43-001960	Hagan House	9695 South 3 rd Street
P-43-001961	Reeve House #1	710 South 3 rd Street
P-43-002916	Buckley House	640 South 2 nd Street
P-43-002944	Hale House	627 South 3 rd Street
P-43-002945	Gebler/Collins House	635 South 3 rd Street
P-43-002965	B. Lenz House	589 S. Almaden Ave.
P-43-002966	Dr. A Sunseri House	598 S. Almaden Avenue
P-43-002989	Rothermel Rental	26-34 West Reed Street
P-43-002990	Kottenger/McWhorter House	44 West Reed Street
P-43-002991	Irvine House	86 West Reed Street
P-43-003191	Ross House	691-693 South 2 nd Street
P-43-001056	CSJ-Vine Street	Vine Street
P-43-002989	Rothemel Block	601 South 1 st Street
P-43-002903	Palleson Building	618 South 1 st Street
P-43-002904	Levin & Son Plumber Supply	630 South 1 st Street
P-43-002914	Verdie Rental	623 South 2 nd Street
P-43-003195		125 Duane Street
P-43-003207		254-256 Grant Street
P-43-003219		656 and 680 South Almaden

Given the above mentioned resources' proximity to the I-280 corridor, cultural resources could be encountered or affected that would pose future constraints to I-280 improvement projects. Project-specific

review and evaluation of archaeological and historic resources would be required at the time future improvement projects are considered.

1.3.2 **Santa Clara**

I-280 runs through the City of Santa Clara for approximately 0.3 miles north and west of Stevens Creek Boulevard. There are no listed historic resources in the NWIC records search within the study corridor in Santa Clara. There are no properties listed on the City of Santa Clara Historic Preservation and Resource Inventory that are located within the study corridor.

1.3.3 **Cupertino**

I-280 runs through Cupertino for approximately 4 miles. Within the Cupertino I-280 study corridor, there are no cultural resources listed by the NWIC.

1.3.3.1 ***Historic Properties***

The Vallco Fashion Park is listed as Community Landmark D in the Cultural Resources Inventory of the 2014 City of Cupertino General Plan Amendment Environmental Impact Report (EIR). The property has not been evaluated for NRHP or CRHR. A portion of the mall's parking lot is within the I-280 study corridor, but does not contain buildings within that section.

1.3.3.2 ***Potential Historic Properties***

A portion of the Homestead High School parcel (21370 Homestead Road, Cupertino 95014) is located within the I-280 study corridor. The school, built in 1962, is age-eligible but has not been evaluated for NRHP or CRHR. The school is associated with several famous alumni including Steve Jobs and Stephen Wozniak of Apple Computer.

A portion of the Apple Computer campus (1 Infinite Loop, Cupertino 95014) property is within the I-280 study corridor. While it is not age-eligible (completed in 1993), the Apple campus is a significant place in Silicon Valley history. It is possible that it may meet the NRHP criteria for historical significance if evaluated by an architectural historian. Project-specific review and evaluation of historic resources would be required at the time future improvement projects are considered.

1.3.4 **Sunnyvale**

Most of the I-280/SR 85 interchange is within the City of Sunnyvale. Within the study corridor, there are no properties listed in the NWIC record search and no properties on the City of Sunnyvale Historic Resources Inventory.

1.3.5 **Los Altos**

I-280 runs through the City of Los Altos for approximately 3 miles.

1.3.5.1 *Historic Properties*

One historic resource was identified in the NWIC record search within the City of Los Altos. The resource consists of water storage tanks belonging to Los Altos Suburban Water Storage District (P-43-003068). Since a portion of the property that contains this resource is adjacent to I-280 northbound lanes, the resource may pose a constraint to future roadway improvements in the vicinity. Project-specific review and evaluation of historic resources would be required at the time future improvement projects are considered.

Review of the Historic Landmarks, Historic Resources, and Historic Trees in the City of Los Altos Historical Resources Inventory showed no locally-listed properties within the search area.

1.3.6 Los Altos Hills

I-280 runs through the City of Los Altos Hills for approximately 4.5 miles. Within that stretch, there are no cultural resources listed by the NWIC or in the Los Altos Hills Inventory of Historic Sites and Structures.

1.3.7 Palo Alto

I-280 runs through the City of Palo Alto for approximately 450 feet. Within the Palo Alto I-280 corridor, there are no cultural resources listed by the NWIC or in the Palo Alto Historic Inventory List.

1.3.8 Unincorporated Santa Clara County

As described earlier, I-280 passes through unincorporated lands of Santa Clara County at several points (see Section 1.1 *Land Use*). Within the study corridor, one historic resource in unincorporated Santa Clara County is recorded at NWIC. In the Burbank neighborhood, the Bradley Manor Unit 4 subdivision was recorded as a historic resource (P-43-002238) in 2007. The resource includes the area of single-family homes bounded by Pioneer Avenue, Los Coches Avenue, Hodges Avenue, and Halsey Avenue, all located north of I-280 and east of I-880. NRHP and CRHR eligibility information was not provided with the NWIC record search.

A portion of the Maryknoll Seminary property, 2300 Cristo Rey Drive, is within the study corridor, though the seminary buildings themselves are not. The property is listed by the City of Cupertino as Historic Site #1, though it is located in an unincorporated area of the County, just outside of the Cupertino city limits. The seminary, constructed in 1926, has not been evaluated for NRHP or CRHR eligibility, but was recorded in 1981 for the Historic American Buildings Survey (HABS CA-2092).

No cultural resources on the Santa Clara County Historic Resources Inventory are within the study corridor. No Santa Clara County historic zones adjoin the study corridor. Project-specific review and evaluation of historic resources would be required at the time future improvement projects are considered within unincorporated segments of the I-280 corridor.

1.4 SCENIC RESOURCES

1.4.1 State Scenic Highways

Caltrans manages the State Scenic Highway Program, which is aimed to preserve and enhance the natural beauty of California via preservation of roadways through aesthetically significant landscapes. Through a Caltrans regulated process, local governing bodies are able to nominate highways to receive an official State Scenic Highway designation. Caltrans ultimately determines the designation of a highway based on how much of the natural landscape a traveler sees and the extent to which visual intrusions impact the scenic corridor.

The I-280 corridor from the I-280/I-880 interchange in San José to the Santa Clara County line is not designated, but is eligible to be designated as an official Caltrans Designated State Scenic Highway route.

1.4.2 Scenic Gateways

Scenic routes/gateways are those roadways or intersections that signal to visitors or residents entering the city that they are entering the city or a unique neighborhood of the city. These gateways/corridors offer a unique aesthetic experience and are identified in the General Plans of cities for protection from visual obstruction or degradation. Within the study alignment, the following scenic routes/gateways are identified in the General Plans of the cities:

1.4.2.1 *San José*

Along the I-280 corridor, San José considers the following areas as Scenic Gateways to the City:

- Traveling northbound/southbound, as I-280 crosses over South First Street;
- Traveling northbound/southbound, as I-280 crosses over Bird Avenue; and
- Traveling northbound/southbound, as I-280 intersects with Saratoga Road.

1.4.2.2 *Santa Clara*

There are no scenic resources or gateways identified in the City of Santa Clara's General Plan that are within the limits of the I-280 study corridor.

1.4.2.3 *Cupertino*

The city of Cupertino General Plan identifies that following roadways as scenic gateways to the City:

- As I-280 crosses over Stevens Creek Boulevard,
- As I-280 crosses over De Anza Blvd.; and
- As I-280 crosses over Foothill Blvd.

1.4.2.4 *Sunnyvale*

There are no scenic resources or gateways identified in the City of Sunnyvale's General Plan that are within the limits of the I-280 study corridor.

1.4.2.5 *Los Altos Hills*

There are no scenic resources or gateways identified in the City of Los Altos Hills' General Plan that are within the limits of the I-280 study corridor.

1.4.2.6 *Los Altos*

There are no scenic resources or gateways identified in the City of Los Altos' General Plan that are within the limits of the I-280 study corridor.

1.4.2.7 *Palo Alto*

The I-280 corridor through Palo Alto is identified as a scenic route in the City of Palo Alto's General Plan.

1.5 HAZARDOUS MATERIALS

A search of the Envirostor database was completed to identify locations of State and Federal cleanup sites and/or groundwater contamination and sources of potential hazardous material concern that could affect potential I-280 study corridor improvements. An approximate radius of 0.25 miles in all directions of the study corridor was researched. Based on the Envirostor database search, the following hazardous materials sites are considered "open cases" and are within a 0.25-mile radius of the I-280 corridor, listed from south to north:

- Former Texaco Station (598 S. First Street, San José) – Leaking Underground Storage Tank (LUST) Cleanup Site
 - Remediation is ongoing for benzene contamination in groundwater samples in the southwest portion of the site. Groundwater plume extends off-site in southeast direction
- Dariano & Sons (638 Auzerais Avenue, San José) – LUST Cleanup Site
 - Remediation has stopped as of 8/31/15.
- Engineering & Systems Development (600 Meridian Avenue, San José) – Cleanup Program Site
 - Cleanup program site is inactive as of 6/9/2016.
- Ritz Cleaners (Former) (526 S. Bascom Avenue, San José) – Cleanup Program Site
 - Cleanup program site for potential soil contamination of tetrachloroethylene. Groundwater flows southeasterly.
- Hansra Gas and Mart (625 South Winchester Boulevard, San José) – LUST Cleanup Site
 - Cleanup for potential benzene, diesel, gasoline, MTBE/TBA/Other fuel oxygenates, toluene, xylene contamination to aquifer. Site is eligible for closure as of 4/21/2016
- Hewlett-Packard (Photomask Facility) (5301 Stevens Creek Boulevard, Santa Clara) – Cleanup Program Site
 - Site is inactive as of 6/14/16.

One additional site, located just outside the study area is State Radiator, approximately 0.25 miles north of I-280 in San José. The site is listed as having contaminated soil, unspecified oil containing waste, waste oil and mixed oil, and lead. The site was cleaned up under RWQCB oversight in December of 2001. All other identified sites within the I-280 corridor have received a case closure status.

Surface soil adjacent to the I-280 study corridor may have been impacted by aerially-deposited lead (ADL). This lead-contaminated material, if not managed properly, could become airborne and then inhaled or disposed of in an uncontrolled area that would then present a new exposure pathway.

Some or all of the existing striping within the study limits may contain lead. If the existing road markings are lead-based, asphalt grinding and removal of the asphalt concrete wearing surface would need to follow dust mitigation and any applicable requirements and ordinances for disposal or possible reuse.

1.6 HYDROLOGY

1.6.1 Flooding Inundation

An assessment of the hydrological and flooding issues of the study area has been completed, based on information from regulatory agencies including the Association of Bay Area Governments' Earthquakes and Hazards Program and the Federal Emergency Management Agency's (FEMA) Flood Insurance Rates Maps. FEMA Flood Insurance Rate Maps identify Special Flood Hazard Areas that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood.

FEMA Zone A and Zone AE are identified as areas subject to inundation by the 1-percent-annual-chance flood event. Zones A and AE have not had detailed hydraulic analyses performed and, therefore, FEMA does not provide a base flood elevation or flood depth for these areas. FEMA Zone X is identified as moderate flood hazard areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood.

The following locations in the study corridor are located within the FEMA 100-year floodplain (see Appendix B):²

- Within the channels of Coyote Creek that I-280 crosses over (Zone AE);
- From west of South First Street through the SR-87 interchange to east of Bird Avenue (Zones AO, A, AH);
- Between Colton Place, through the SR-87 interchange, and Joséfa Street in San José (Zones A, X);
- Within Los Gatos Creek on the north and south side of I-280 (Special Flood Hazard Area);
- Between Eden Avenue and Westlake Drive at the intersection of San Tomas Expressway in San José (Zone A);
- Within Saratoga Creek at the I-280 and Lawrence Expressway intersection on the east and west sides of I-280 (Zones A and AO);
- Within Calabazas Creek in Cupertino on the east and west sides of I-280 (Zone AE, Special Flood Hazard Area);
- Within Stevens Creek in Cupertino (Zone A);
- Within Permanente Creek in Cupertino (Zone A);

² Federal Emergency Management Agency. Flood Insurance Rate Maps. Panels: 06085C0253H, 06085C0234H, 06085C0233H, 06085C0229H, 06085C0228H, 06085C0209H, 06085C0204H, 06085C0202H, 06085C0203H, 06085C0201H. The maps are attached as Appendix B.

- Within Magdalena Creek in Unincorporated Santa Clara County lands (Zone A, Special Flood Hazard Area); and
- Within Adobe Creek in Los Altos (Zone A).

The I-280 study corridor crosses Coyote Creek, Guadalupe River, Los Gatos Creek, Saratoga Creek, Calabazas Creek, Stevens Creek, Permanente Creek, and Magdalena Creek. As described above, the study area is primarily within the 100-year floodplain, and the portions of I-280 that cross over creeks and other waterbodies are designated as FEMA special flood zones. Any proposed improvements should be designed to reduce flooding impacts and avoid blockage of flood flows along these sections of the corridor.

Lands adjacent to the edge of northbound and southbound I-280, with the exception of those areas along I-280 that are bordered by a noise wall are primarily vegetated lands. In elevated areas of I-280, concrete barriers prevent stormwater from flowing directly off of I-280 onto underlying lands. Lands adjacent to I-280 in San José that are not bordered with concrete barriers are typically vegetated with plants and shrubbery and appear to be minimally maintained, if at all. As I-280 continues north towards Palo Alto, the presence of concrete barriers decreases and lands adjacent to the I-280 mainline are increasingly less developed than lands towards the southern portion of the study corridor.

The south side of South Jackson Avenue to the US 101/I-280 Interchange is located within the dam failure inundation area for Anderson Dam; however, it is outside the limits of the study corridor included in this study. The probability of flooding due to dam failure is extremely low since Anderson Dam is approximately 16 miles southeast of the southernmost end of the study corridor in San José.

1.6.2 Stormwater, Water Quality, and Groundwater

Portions of the I-280 corridor cross over creeks and the Guadalupe River in Santa Clara County. As described in Section 1.6 *Hazardous Material*, groundwater contamination has been historically documented in developed areas within a 0.25 mile area adjacent to I-280 in San José. The sites that are listed on Geotracker and described in Section 1.6., however, are all currently undergoing or have completed remediation actions and are not likely to pose a constraint to future I-280 improvements.

The California State and Regional Water Boards assess water quality data for California's waters every two years to determine if they contain pollutants at levels that exceed protective water quality criteria and standards.³ As of October 2016, the California Environmental Protection Agency 303(d) list for Region 9 has the following creeks and waterbodies listed for contamination within the study corridor:

- Los Gatos Creek is listed for diazinon contamination.
- Coyote Creek is listed for diazinon and trash contamination.
- The Guadalupe River is listed for diazinon, mercury, and trash contamination.
- Saratoga Creek is listed for diazinon and trash contamination.
- Stevens Creek is listed for diazinon, water temperature, toxicity, and trash contamination.

³ California Environmental Protection Agency State Water Resources Control Board. *Impaired Water Bodies*. Available at: <http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2012.shtml> Accessed on October 26, 2016.

- Permanente Creek is listed for diazinon, selenium (total), toxicity, and trash contamination.

Stormwater runoff from I-280 flows either into catchbasins at the edge of the highway or flows as sheet flow off the highway into ditches or adjacent undeveloped land. Potential I-280 improvements may increase impervious surfaces of the study corridor, increasing runoff. Future improvement projects would need to be evaluated to determine effects on the existing storm drainage facilities. Measures would need to be taken to ensure that runoff from roadways would not contribute to contamination of the groundwater or of the creeks and Guadalupe River that intersect with the I-280 corridor. The presence of surface water contamination in the corridor may pose a constraint to future improvement projects along I-280.

1.7 BIOLOGICAL RESOURCES

This I-280 corridor environmental screening study is limited to identifying Federal and State designated endangered species and protected habitats.

1.7.1 US Fish and Wildlife Service

Based on the US Fish and Wildlife Service’s National Wetland Inventory maps, Coyote Creek, Guadalupe River, Los Gatos Creek, Saratoga Creek, Stevens Creek, and Permanente Creek, are classified as “Freshwater Forested/Shrub Wetland”. Calabazas Creek in Cupertino, Hale Creek in Los Altos, and Adobe Creek in Los Altos Hills are identified as “Riverine” in the section of the creek that intersects the I-280 corridor. Any improvements in proximity to riparian corridors would need to be evaluated for the presence of designated wetlands and wetland and riparian habitat would need to be addressed for future I-280 improvements.

A US Fish and Wildlife Service’s Official Species list prepared for the study corridor (Appendix C) identified 24 threatened or endangered species as potentially occurring within the I-280 study corridor. The species identified are:

Species	Status
Amphibians	
California red-legged frog (<i>Rana draytonii</i>)	Threatened
California tiger Salamander (<i>Ambystoma californiense</i>)	Threatened
Birds	
California Clapper rail (<i>Rallus longirostris obsoletus</i>)	Endangered
California Least tern (<i>Sterna antillarum browni</i>)	Endangered
Marbled murrelet (<i>Brachyramphus marmoratus</i>)	Threatened
Western snowy plover (<i>Charadrius nivosus ssp. nivosus</i>)	Threatened
Yellow-Billed Cuckoo (<i>Coccyzus americanus</i>)	Threatened

Fish

Delta smelt (<i>Hypomesus transpacificus</i>)	Threatened
Steelhead (<i>Oncorhynchus (=salmo) mykiss</i>)	Threatened
Tidewater goby (<i>Eucyclogobius newberryi</i>)	Endangered

Flowering Plants

Contra Costa goldfields (<i>Lasthenia conjugens</i>)	Endangered
Fountain thistle (<i>Cirsium fontinale var. fontinale</i>)	Endangered
Marin dwarf-flax (<i>Hesperolinon congestum</i>)	Threatened
Metcalf Canyon jewelflower (<i>Streptanthus albidus ssp. albidus</i>)	Endangered
Robust spineflower (<i>Chorizanthe robusta var. robusta</i>)	Endangered
San Mateo Woolly sunflower (<i>Eriophyllum latilobum</i>)	Endangered
San Mateo thornmint (<i>Acanthomintha obovata ssp. duttonii</i>)	Endangered
Santa Clara Valley dudleya (<i>Dudleya setchellii</i>)	Endangered
Showy Indian clover (<i>Trifolium amoenum</i>)	Endangered

Insects

Bay Checkerspot butterfly (<i>Euphydryas editha bayensis</i>)	Threatened
San Bruno Elfin butterfly (<i>Callophrys mossii bayensis</i>)	Endangered

Mammals

Salt Marsh Harvest mouse (<i>Reithrodontomys raviventris</i>)	Endangered
San Joaquin Kit fox (<i>Vulpes macrotis mutica</i>)	Endangered

Reptiles

San Francisco Garter snake (<i>Thamnophis sirtalis tetrataenia</i>)	Endangered
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According to the US Fish and Wildlife Service, there are no critical habitats within the study corridor.

1.7.2 Santa Clara Valley Habitat Conservation Plan

The Santa Clara Valley Habitat Plan (SCVHP) covers a portion of the study corridor, from the beginning at the I-280/US 101 interchange to approximately the Lawrence Expressway/I-280 intersection. The SCVHP is intended to promote the recovery of endangered species and enhance ecological diversity and function, while accommodating planned growth in approximately 500,000

acres of Santa Clara County. Future improvement projects in this portion of the I-280 study corridor would need to be evaluated for consistency with the SCVHP.

The I-280 corridor within the SCVHP area intersects with Coyote Creek, the Guadalupe River, Los Gatos Creek, and Saratoga Creek, all of which are identified as a wetland habitat and a protected area for the tricolored blackbird, a Federally protected Species of Conservation Concern and a California candidate Endangered Species.⁴ These portions of the I-280 corridor are located within the SCVHP's mapped wildlife survey area for tri-colored blackbird. If future improvements were to affect the mapped wildlife area, Chapter 6, Condition 17 of the SCVHP, which requires preconstruction surveys for tri-colored blackbird, would be applicable to project activities.

Potential improvements to the I-280 corridor in proximity to the creeks within the SCVHP would be evaluated in future, project-specific environmental review, and would be required to comply with applicable avoidance and minimization measures identified in the SCVHP to reduce impacts to these biological resources.⁵

1.7.3 Wildlife Movement

Wildlife movement between suitable habitat areas can occur via landscape linkages, referred to as wildlife movement corridors. Natural characteristics, such as topography and changes in vegetation, and human activities, such as urbanization and road development, however, can affect the ability of wildlife species to move through these corridors. Natural or man-made barriers that restrict or prevent wildlife movement between areas of suitable habitat (i.e. core habitat areas) can have lasting effects on genetic exchange and the long-term sustainability of wildlife populations, sometimes resulting in species extinction or the development of new species or sub-species. The presence of barriers to wildlife movement, whether natural or man-made, can result in the isolation of wildlife populations and the fragmentation of core habitat areas. Loss of habitat connectivity has been implicated in the reduction of species diversity and as a contributing factor to species extinctions.⁶

Future improvements to I-280 should consider potential impacts to wildlife movement and incorporate project designs to reduce the likelihood of wildlife impacts from vehicular traffic on the corridor. Potential design measures include the use of wildlife undercrossings to allow safe movement of wildlife through identified movement corridors.

⁴ In December 2015, the California Fish and Wildlife Commission voted to advance the Tricolored Blackbird to candidacy under the California Endangered Species Act. As a candidate species, the Tricolored Blackbird receives the same legal protection afforded to an endangered or threatened species.

⁵ As a permittee of the SCVHP, future VTA projects within the boundaries of the SCVHP are considered covered activities by the SCVHP and would, therefore, be required to comply with applicable avoidance and minimization measures identified in the SCVHP. Other improvement projects on the I-280 corridor pursued by non-permittees of the SCVHP (i.e. Caltrans) are not considered covered activities and are required to evaluate potential impacts and develop minimization measures to reduce impacts to biological resources or can apply for coverage under the SCVHP through the Participating Special Entity process. Improvement projects located outside the boundaries of the SCVHP are not covered activities and are required to evaluate potential impacts, mitigation for potential impacts, and identify minimization measures to reduce impacts to biological resources independent of the SCVHP.

⁶ Hilty, J., W.Z. Lidicker Jr. and A.M. Merenlender. 2006. Corridor Ecology. Island Press, Washington D.C

1.8 NOISE ENVIRONMENT

The I-280 Corridor environmental screening included a preliminary inventory of existing noise barriers/walls, identification of noise-sensitive land uses, and summary of available information regarding ambient noise levels along the I-280 corridor. This information is intended to provide an initial review of potential need for noise abatement as a part of possible transportation improvements.

1.8.1 Background

The Federal Highway Administration (FHWA) implements Regulation 23 CFR 772 for the analysis and mitigation of traffic noise for Federal-aid highway projects. The regulation requires identification of highway traffic noise impacts and examination of potential abatement measures. The regulation contains highway traffic Noise Abatement Criteria (NAC) for different types of land uses. Caltrans considers many types of land uses as noise sensitive, but the most common type along the I-280 corridor is residential, both single family and multi-family. Additional sensitive areas include schools, churches, parks and recreational facilities.

Any noise abatement solutions on I-280 would need to be evaluated according to FHWA/Caltrans 2011 guidelines and approved by Caltrans. Roadway improvement projects which increase the total capacity of the system are considered a Type I project. After a project is determined to be a Type I project, the next step in the analysis is to determine whether the project would result in a noise impact that requires consideration of noise abatement. For Type I projects, a noise study is required and Caltrans defines the noise abatement criteria (NAC). Typically for sensitive land uses, noise levels approaching or exceeding 67 dBA or above trigger noise abatement evaluation.

Noise abatement measures without roadway improvements are considered a Type II project. For an area to be eligible for a Type II project a noise complaint is needed and field noise measurements must show that the peak noise hour levels exceed the NAC of 67 dBA.

Sensitive land use areas with noise levels of 67 dBA or above would qualify for a retrofit noise barrier study. The noise barrier studies would follow FHWA/Caltrans guidelines and show if a barrier is both feasible and reasonable for the area in question. Any proposed noise abatement must be designed to reduce traffic noise levels by at least 5 dBA at impacted receptor locations in order to be considered feasible. Any proposed noise abatement must also be reasonable from a cost perspective. VTA established a cost limit of \$57,000 (in 2010 dollars) per benefited receptor as their reasonableness criterion for sound barriers (constructed after the transportation facility and the noise-affected land use were built).

Upon reaching a final decision on the noise abatement measure to be provided, the opinions of the affected property owners are also considered. Noise abatement in the State right-of-way will not be provided if more than 50 percent of the affected property owners do not want it. Noise abatement will not be provided on private property unless 100 percent of the property owners on which the abatement will be located want it.

1.8.2 Existing Environment

A site survey was completed in July 2016 to document the presence/absence of noise walls along the I-280 study corridor as well as the presence of existing noise-sensitive uses. Local General Plans were reviewed to identify noise-sensitive land uses and ambient noise levels along the project alignment. Figures 10, 11, and 12 illustrate the approximate locations of noise walls along the I-280 study corridor.

1.8.2.1 *San José*

According to the *Envision San José 2040* General Plan Noise Element, existing noise levels along the I-280 corridor in San José were measured to be approximately 75 dBA⁷ and greater.

Northbound

As shown in Figures 10 and 11, the noise walls are largely absent from northbound I-280 from its interchange with US 101 until its interchange with I-880. Lands adjacent to I-280 northbound that are not protected with noise walls consist partially of noise-sensitive residential uses (i.e. South 22nd Street, Woodland Terrace, West and East Reed Street, Parkmoor Avenue etc.). Other uses without noise walls include public space (i.e. Olinder Dog Park), and commercial areas, (i.e. Parkmoor Avenue, Villa Shopping Center etc.). Noise walls are present at the following locations along northbound I-280:

- From McLaughlin Avenue on-ramp to before Selma Olinder Park overpass;
- From the I-880 interchange to Lawrence Expressway.

Southbound

Lands adjacent to I-280 southbound that are not protected with noise walls are partially developed with noise-sensitive residential uses (i.e. Lincoln Avenue). Other lands adjacent to I-280 but do not contain noise-sensitive uses include commercial areas, (i.e. Moorpark Avenue, Parkmoor Avenue, Margaret Street, McLaughlin Avenue). Noise walls are present at the following locations along southbound I-280:

- From Lawrence Expressway to Winchester Boulevard exit;
- From I-880 interchange to approximately S. Bascom Avenue; and
- From approximately Meridian Avenue to Lincoln Avenue

1.8.2.2 *Santa Clara*

The City of Santa Clara's General Plan indicates that lands adjacent to the I-280 corridor are exposed to noise levels between 70 dBA to greater than 75 dBA.

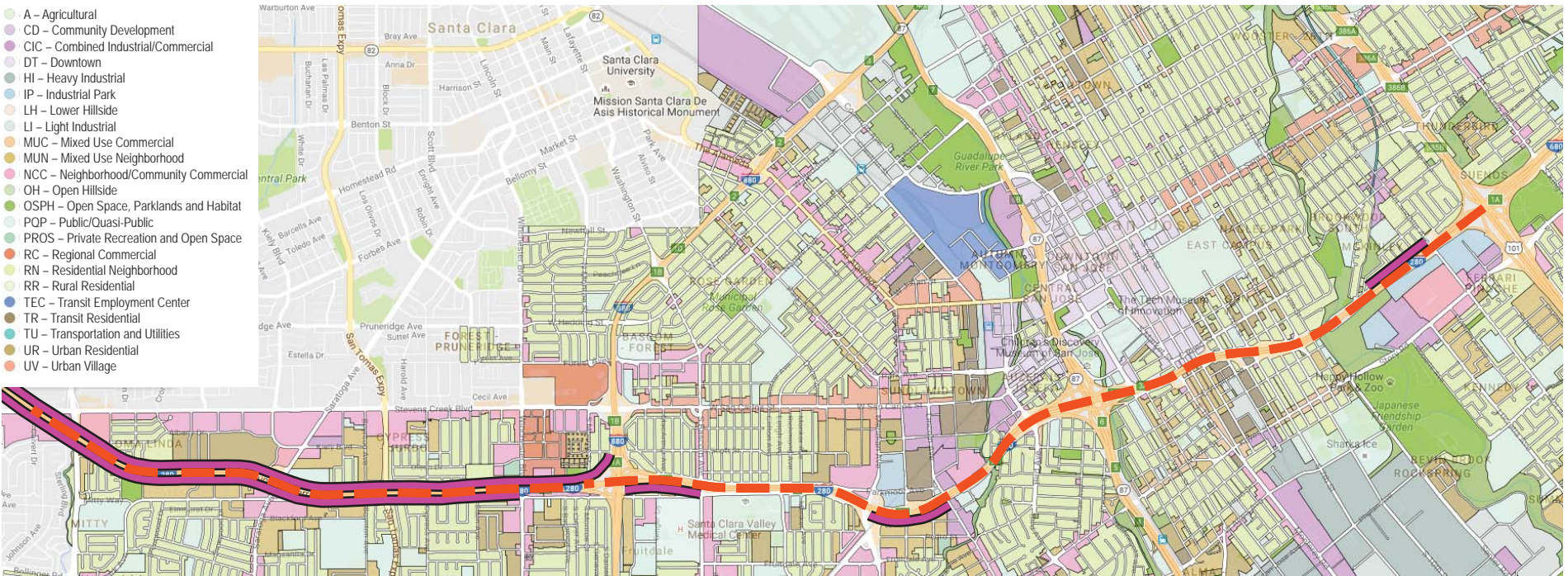
Northbound

As shown in Figure 11, there are no noise walls adjacent to northbound I-280. Areas adjacent to I-280 northbound in Santa Clara do not contain noise-sensitive uses.

⁷ A-Weighted Decibel (dBA) is an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

— I-280 Study Corridor
— Existing Sound Wall

- A – Agricultural
- CD – Community Development
- CIC – Combined Industrial/Commercial
- DT – Downtown
- HI – Heavy Industrial
- IP – Industrial Park
- LH – Lower Hillside
- LI – Light Industrial
- MUC – Mixed Use Commercial
- MUN – Mixed Use Neighborhood
- NCC – Neighborhood/Community Commercial
- OH – Open Hillside
- OSPH – Open Space, Parklands and Habitat
- POP – Public/Quasi-Public
- PROS – Private Recreation and Open Space
- RC – Regional Commercial
- RN – Residential Neighborhood
- RR – Rural Residential
- TEC – Transit Employment Center
- TR – Transit Residential
- TU – Transportation and Utilities
- UR – Urban Residential
- UV – Urban Village



SOUNDWALLS PRESENT ALONG I-280 - SAN JOSE

FIGURE 10

Southbound

A noise wall is present from approximately after the N. Tantau Avenue overpass to the Stevens Creek Boulevard off-ramp, adjacent to an office building. Areas adjacent to I-280 southbound in Santa Clara do not contain sensitive uses.

1.8.2.3 *Cupertino*

As shown in the Cupertino General Plan's Noise Element, I-280 is within the 70 dBA CNEL⁸ contour.

Northbound

Areas adjacent to I-280 northbound in Cupertino without noise walls do not contain noise-sensitive uses. Noise walls are present at the following locations along northbound I-280:

- From the Wolfe Road on-ramp to beyond the N. De Anza Boulevard exit; and
- From the Stelling Road to the SR 85 interchange.

Southbound

Areas adjacent to I-280 southbound in Cupertino without noise walls do not contain noise-sensitive uses. Noise walls are present at the following locations along southbound I-280:

- From the SR 85 interchange to Stelling Road; and
- From past the N. De Anza Boulevard exit to the Wolfe Road off-ramp.

1.8.2.4 *Sunnyvale*

Based on the 2010 Noise Conditions Map in the Sunnyvale General Plan EIR, noise levels at the intersection of I-280 and city boundaries are approximately 65 to 69 L_{dn}⁹, dominated by vehicular traffic along I-280.

Northbound

As shown in Figure 11, noise walls are present adjacent to residential uses (Shetland Place and Noranda Court) at the brief portions of Sunnyvale that are adjacent to the I-280 corridor.

Southbound

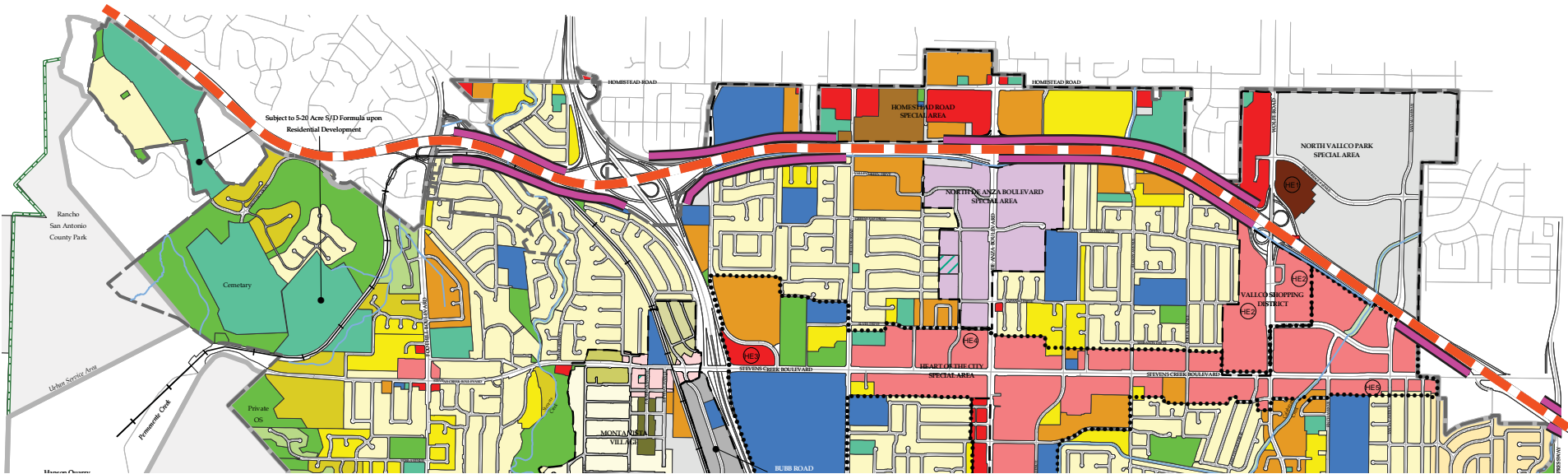
The portion of I-280 southbound that intersects with Sunnyvale is mainly the interchange with SR 85, and does not contain noise walls.

1.8.2.5 *Los Altos*

The City of Los Altos General Plan indicates that lands adjacent to the I-280 corridor are exposed to noise levels of 65 CNEL.

⁸ Community Noise Equivalent Level (CNEL) is the energy-average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the levels occurring during the period from 7:00 PM to 10:00 PM and 10 dB added to the sound levels occurring during the period from 10:00 PM and 7:00 AM.

⁹ Day-Night Sound Level (L_{dn}) is the energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.



— I-280 Study Corridor
— Existing Sound Wall

- City Boundary
- Heart of the City
- Special Center Boundaries
- Urban Service Area
- Sphere of Influence
- Creeks
- Housing Element Site

- Residential Land Use Designations**
- Very Low Density (5-20 Acre Slope Density Formula)
 - Very Low Density (1/2 Acre Slope Density Formula)
 - Very Low Density (Slope Density Formula)
 - Low Density (1-5 DU / Ac.)
 - Low Density (1-6 DU / Ac.) Rancho Rinconada
 - Low / Medium Density (5-10 DU / Ac.)
 - Medium (10-20 DU / Ac.)
 - Medium / High Density (20-35 DU / Ac.)
 - High Density (> 35 DU / Ac.)

- Non-Residential Land Use Designations**
- Commercial / Office / Residential
 - Commercial / Residential
 - Office / Industrial / Commercial / Residential
 - Industrial / Residential
 - Industrial / Residential / Commercial
 - Public Facilities
 - Quasi-Public / Institutional
 - Quasi-Public / Institutional Overlay
 - Parks and Open Space
 - Riparian Corridor
 - Transportation
 - County

- Monta Vista Land Use Designations**
- Residential (0-4.4 DU / Ac.)
 - Residential (4.4-7.7 DU / Ac.)
 - Residential (4.4-12 DU / Ac.)
 - Residential (10-15 DU / Ac.)
 - Neighborhood Commercial / Residential

Sites designated are Priority Housing Sites as identified in the adopted Housing Element
 Commercial areas in neighborhoods have a residential density of 15 DU/AC.
 Notwithstanding the densities shown above, sites are designated as Priority Housing Sites in the adopted Housing Element shall have the densities shown in the Housing Element
 Commercial properties in the Homestead Special Area except those on the South side of Homestead between De Anza and Stelling have a density of 15 DU/AC.



SOUNDWALLS PRESENT ALONG I-280 - CUPERTINO

FIGURE 11

Northbound

As shown in Figure 12, noise walls are absent along northbound I-280 in Los Altos. Areas adjacent to I-280 northbound in Los Altos are primarily residential.

Southbound

The following location contains a noise wall along southbound I-280:

- From approximately Magdalena Avenue to Puttery Way.

The remainder of the areas in Los Altos that are adjacent to I-280 southbound and do not contain noise walls are primarily residential.

1.8.2.6 *Los Altos Hills*

The City of Los Altos Hills' General Plan indicates that lands adjacent to the I-280 corridor are exposed to noise levels of 65 CNEL.

Northbound

As shown in Figure 12, noise walls are absent along northbound I-280. Lands adjacent to I-280 northbound are primarily residential uses.

Southbound

Noise walls are absent along southbound I-280 in Los Altos Hills. Lands adjacent to I-280 southbound are primarily residential uses.

1.8.2.7 *Palo Alto*

The City of Palo Alto's General Plan indicates that the unincorporated lands adjacent to I-280 have noise levels of 70 dBA.

Northbound

As shown in Figure 12, noise walls are absent in the unincorporated lands of Santa Clara County adjacent to northbound I-280. Lands adjacent to I-280 northbound in Palo Alto are primarily open-space associated with Stanford University and do not contain noise-sensitive uses.

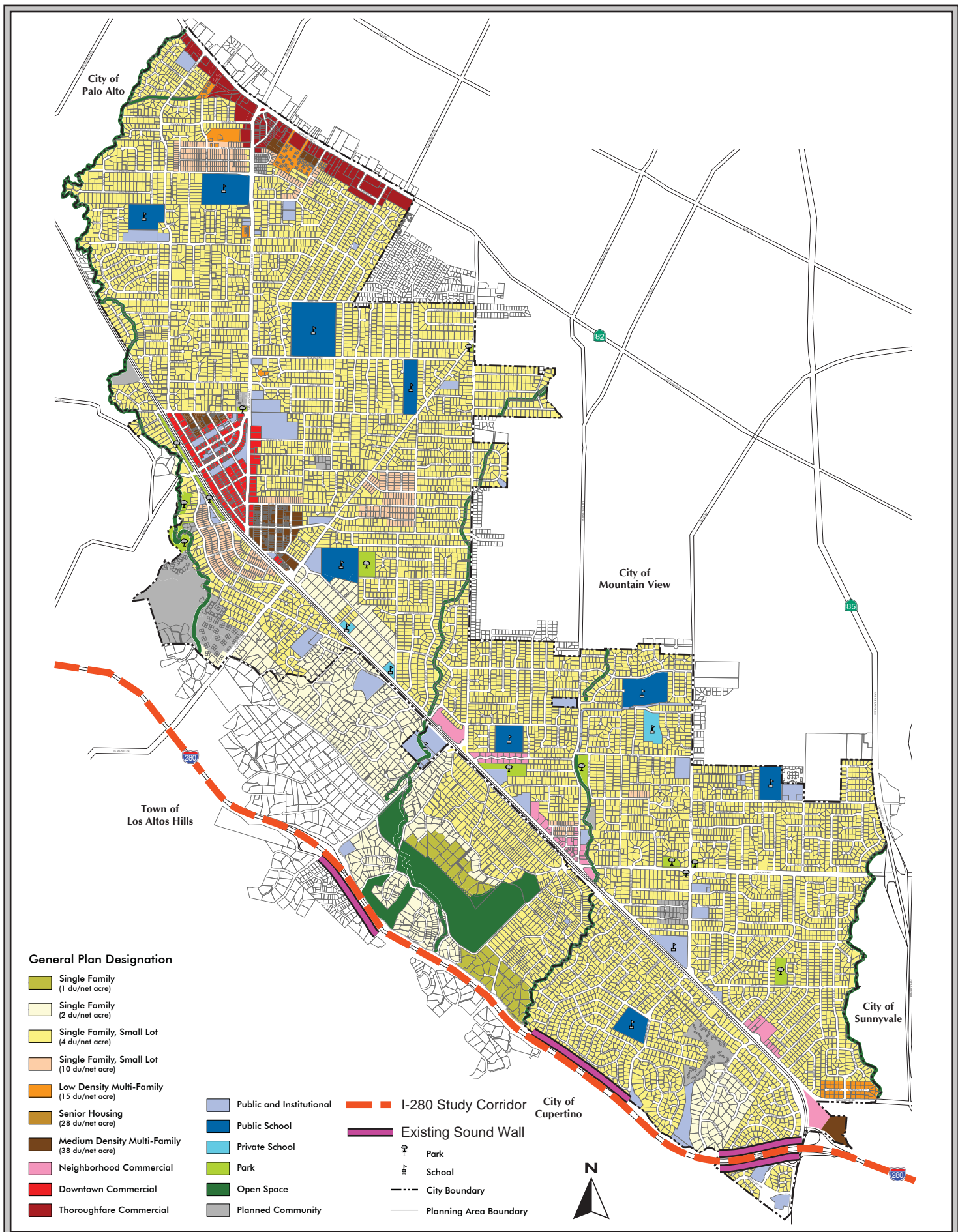
Southbound

Noise walls are absent in the unincorporated lands of Santa Clara County adjacent to southbound I-280. Lands adjacent to I-280 southbound in Palo Alto are primarily open-space and do not contain noise-sensitive uses.

1.8.3 Noise Abatement Measures for Potential Improvement Projects

1.8.3.1 *Roadway Improvements - Freeway, Expressway and Local Street*

Any highway project that proposes adding additional capacity, either by widening or restriping the roadway, would be considered a Type I project, which would require a noise study report and evaluation of noise mitigation in areas that exceed the NAC.



SOUND WALLS PRESENT ALONG I-280 - LOS ALTOS

FIGURE 12

1.8.3.2 *Transit Improvements*

Adding new Light Rail Transit (LRT) or Bus Rapid Transit (BRT) systems, or improving the capacity on existing routes, would require a noise study and evaluation of noise mitigation where there are moderate and severe noise impacts.

1.8.3.3 *Bike and Pedestrian Improvements*

Noise is usually not an issue with bike and pedestrian improvements, unless the project significantly increases traffic in the area. Examples include adding a large parking lot for bicycle and trail users in a quiet neighborhood or constructing a new pedestrian overcrossing.

1.9 ANTICIPATED ENVIRONMENTAL APPROVALS

Future improvements to the I-280 corridor may include: modifications to interchanges; additions or improvements to bike, pedestrian, and transit facilities; lane additions or widenings; noise walls; etc. Based on the topics reviewed in this I-280 corridor environmental screening, there does not appear to be any existing environmental issue present within the I-280 corridor (i.e., within 250 feet of the mainline and interchanges) that would pose a substantial constraint or fatal flaw to future improvement projects.

The anticipated level of CEQA/NEPA environmental document necessary for future improvements would depend upon the magnitude and location of the improvement proposed. Appropriate technical studies would be needed to determine the appropriate level of environmental review. Relatively minor improvements with a small footprint may be eligible for a Categorical Exemption/Categorical Exclusion with technical studies. Larger and more complex projects may require an Initial Study/Environmental Assessment, leading to a Mitigated Negative Declaration/Finding of No Significant Impact. Very large or complex projects that increase the capacity of the I-280 corridor or have significant environmental effects may require an Environmental Impact Report/Environmental Impact Statement.

Depending on the project, consultation with regulatory and trustee agencies would be required as part of the environmental review. Projects that affect sensitive biological resources along the I-280 corridor may require consultation and/or permits from some or all of the following agencies: the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, and Regional Water Quality Control Board. Any required permitting would be initiated after the CEQA/NEPA document is completed and approved.