Solar Highways Pilot Project

SANTA CLARA COUNTY, CALIFORNIA
DISTRICT 4 – SCL – 101 (PM 29.0 to 10.3)
EA: 04-OR00D2-3JUL2

Initial Study with Proposed Mitigated Negative Declaration

Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

July 2011

General Information about This Document

What's in this document:
The California Department of Transportation (Department) has prepared this Initial Study (IS), which examines the potential environmental impacts of the alternatives being considered for the proposed Project located in Santa Clara County, California. The Department is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives we have considered for the Project, how the existing environment could be affected by the proposed Project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document.
- Additional copies of it, as well as of the technical studies we relied on in preparing it, are available for review at the following locations:
  - Department District 4 Office, 111 Grand Avenue, Oakland, CA, 94612
  - Morgan Hill Library, 660 West Main Avenue, Morgan Hill, CA 95037
  - Dr. Martin Luther King Jr. Library, 150 E. San Fernando St., San Jose, CA 95112
  - Gilroy Library, 7652 Monterey Street, Gilroy, CA 95020
- Attend the public meeting. August 4, 2011
- We'd like to hear what you think. If you have any comments regarding the proposed Project, please attend the public meeting and/or send your written comments to the Department by the deadline.
  - Submit comments via postal mail to:
    Yolanda Rivas, Environmental Planning Branch Chief
    Department of Transportation, District 4 Office of Environmental Analysis
    111 Grand Avenue, Oakland, CA 94612
  - Submit comments via email to: Yolanda_Rivas@dot.ca.gov.
- Be sure to submit comments by the deadline: August 22, 2011

What happens next:
After comments are received from the public and reviewing agencies, the Department may: (1) give environmental approval to the proposed Project, (2) do additional environmental studies, or (3) abandon the Project. If the project is given environmental approval, the Department could grant the Airspace Lease Agreement to Republic Cloverleaf for all or part of the project.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, District 4, Office of Environmental Analysis, Attn: Yolanda Rivas, 111 Grand Avenue, Oakland, CA 94612; (510) 286-6216 Voice, or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711.

SCH# TBD
4-SCL-101 PM 29.0 to 10.3
EA: 04-OR00D2-3JUL2

Install and maintain flat-plate solar panels within operating State right-of-way Solar Highways Project, seven interchanges from US-101/Branham Lane (PM 29.0) south to US-101/Masten Avenue (PM 10.3)

INITIAL STUDY with Proposed Mitigated Negative Declaration

Submitted Pursuant to: State Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

July 6, 2011
Date of Approval

Melanie Brent
Melanie Brent
Office Chief
Environmental Planning & Engineering
California Department of Transportation
CEQA Lead Agency

PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (the Department) proposes to enter into a mutually beneficial partnership agreement (airspace developmental lease and revenue share operations agreement) that would permit Republic Cloverleaf Solar, LLC (Republic) to install and maintain flat-plate solar panels within operating State right-of-way, at up to seven interchange locations throughout Santa Clara County. Republic would develop, finance, construct, own, operate, and maintain the seven photovoltaic solar power systems. The seven sites range in size from five to 15 acres and the combined sites would create up to 15 megawatts of power to be sold directly to an investor or municipal owned utility. The seven sites would be placed along United States Route (US) 101 from the US-101/Branham Lane area (postmile [PM] 29.0), within the City of San Jose, south to the US-101/Masten Avenue interchange (PM 10.3), within the County of Santa Clara. The airspace lease agreement would allow for the production of renewable power facilities on otherwise unleasable freeway right-of-way while establishing a new revenue source for the State.

Determination

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is the Department's intent to adopt an MND for this project. This does not mean that the Department's decision regarding the project is final. This MND is subject to modification based on comments received by interested agencies and the public.

The Department has prepared an Initial Study for this proposed Project, and pending public review, expects to determine from this study that the proposed Project would not have a significant effect on the environment for the following reasons:

The proposed Project would have a long-term (operational) beneficial effect on Air Quality and Greenhouse Gases.

The proposed Project would have no effect on Agriculture and Forestry; Biological Resources related to Coastal Zone, Wild and Scenic Rivers, and Wetlands and Other Waters; Mineral Resources; Population and Housing; and Recreation.

In addition, the proposed Project would have no significant effect on Land Use, Hydrology and Floodplain, Cultural Resources, Paleontology, and Greenhouse Gases.

The proposed Project would have no significantly adverse effect on Utilities/Emergency Services, Traffic and Transportation/Pedestrian and Bicycle Facilities, Water Quality and Storm Water Runoff, Geology/Soils/Seismic/Topography, Hazardous Waste/Materials, Air Quality, Noise and Vibration, and Biological Resources, because avoidance and/or minimization measures (i.e., standard policies and best management practices) would be implemented that would reduce potential effects to insignificant.

The proposed Project would have no significantly adverse effect on Community Character, Visual/Aesthetics, because mitigation measures would reduce potential effects to insignificance. These mitigation measures include establishing an outreach program to provide a point of contact for nearby residences and businesses (COMM-1), providing temporary signage notifying the public of any closures or detours (COMM-2), installing landscaping along the perimeter of the proposed chain-link fencing at each site (VIS-1), allowing the District Landscape Architect to review construction lighting plans (VIS-2), lighting each site for safety and security only (VIS-3), and utilizing a matte or brush finish on the metal racking and PV framing (VIS-4).

_____ _____

James Richards Date
Deputy Director
Environmental Planning & Engineering
District 4
California Department of Transportation

DRAFT

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Chapter 1 – Proposed Project

1.1 Introduction

The California Transportation Commission (CTC) has approved direct exclusive negotiations between the California Department of Transportation (Department) and the Republic Cloverleaf Solar LLC (Republic) for a long-term airspace development lease and revenue share operations agreement that would permit Republic to install and maintain photovoltaic (PV) solar power systems within several parcels of operating highway right-of-way (ROW) in Santa Clara County. In return for the leasehold, the Department will receive an income stream from properties that would not otherwise be leasable, recognize maintenance cost savings, and receive goodwill associated with promoting renewable energy.

The Department proposes to enter into a mutually beneficial partnership agreement (airspace developmental lease and revenue share operations agreement) that would permit Republic to install and maintain flat-plate solar panels within operating State ROW at up to seven interchange locations along United States Route (US) 101 and State Route (SR) 85 in Santa Clara County (Figures 1-1 and 1-2). Republic would develop, finance, construct, own, operate, and maintain the seven photovoltaic (PV) solar power systems. The Solar Highways Pilot Project (proposed Project) would result in the production of renewable power facilities on otherwise unleasable freeway ROW, while establishing a new revenue source for the state. The Department is the lead agency under the California Environmental Quality Act (CEQA).

1.2 Purpose and Need

1.2.1 PURPOSE

The Solar Highways Pilot Project (proposed Project) is being developed through a mutually beneficial partnership agreement (airspace development lease and revenue share operations agreement) between the Department and Republic that will result in the production of renewable power facilities on otherwise unleasable freeway ROW, while establishing a new revenue source for the state.

The purpose of the proposed Project is to develop up to seven PV solar power systems, ranging in size from approximately 5 to 15 acres, within operating State ROW in order to generate up to a total of 15 megawatts (MW) of power to be sold to an investor or municipal owned utility. The seven PV solar power system sites would generate approximately 22 million kilowatt hours (kWh) per year, enough renewable power to supply approximately 2,250 residential units and offset approximately 15,000 tons of carbon annually.

The proposed Project is intended to achieve the following objectives:

- Provide PV solar power systems in a manner that are consistent with the safety, maintenance, and operational requirements of the Department and avoid any impediment to the Department's primary transportation mission.

0 10 15 22 miles
APPROXIMATE

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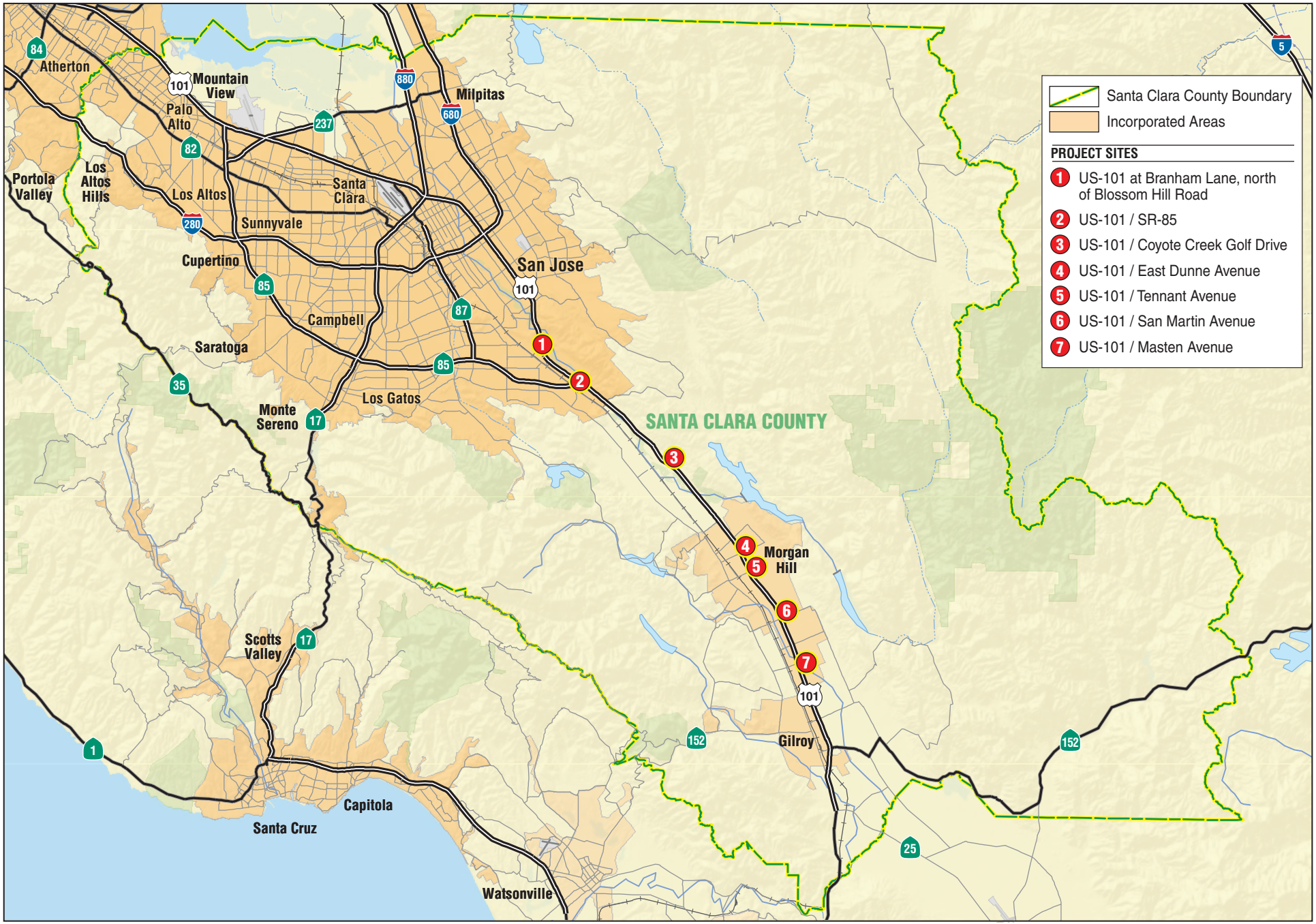
Project Vicinity

3/16/11 JN 40-100418-17357 MAS

Figure 1-1



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Project Location

Figure 1-2

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- Advance the Governor's Executive Orders and Energy Action Plan and the Legislature's California Global Warming Solutions Act of 2006.
- Meet Department Deputy Directive DD-104: "Creating New Opportunities for Solar Energy Systems Deployment on State of California-Owned/ Department-Controlled (SODC) Facilities."
- Facilitate the creation of new "cleantech" jobs.
- Maximize the utilization of traditionally non-utilized/revenue producing Department-owned properties while respecting future planned transportation improvements.

1.2.2 NEED

There are essentially two needs for the proposed Project: the need to increase income-producing assets and the need to implement global climate change regulatory programs.

Existing freeway lease areas are generally located in areas of high demand; however, the great majority of operating ROW is typically unleasable with a lack of demand due to its location and operational restrictions. This Solar Highways Pilot Project represents one of the first proposals to lease a number of properties that historically have no commercial demand/value and to install a networked modular PV solar power system. Changes to the PV solar power system could be made at additional cost in the event that future demands would require that certain locations be cleared for transportation improvements. The proposed use would transform otherwise non-revenue generating properties into income-producing assets.

The global climate change regulatory programs emphasize the need to provide more opportunities for generation of renewable power sources. The California Office of the Attorney General provides recommended measures to reduce greenhouse gas (GHG) emissions. Specifically, the proposed Project complies with the Attorney General's Recommended Measure to "*Install solar and wind power systems, solar and tankless hot water heaters, and energy-efficient heating ventilation and air conditioning. Educate consumers about existing incentives.*" The proposed Project would have an electric power generating capacity to supply the equivalent of one percent of homes in the City of San Jose. Therefore, the proposed Project would serve to meet the need for renewable power sources by implementing the vision of the Attorney General and promoting the broader implementation of Assembly Bill (AB) 32.

1.3 Project Description

This section describes the proposed Project alternatives that were developed to meet the identified need through accomplishing the defined purpose(s), while avoiding or minimizing environmental impacts. The alternatives are the "Build Alternative" and the "No-Build Alternative."

The proposed Project is made up of seven PV solar power system sites throughout Santa Clara County. The seven sites are within operating State ROW, adjacent to US-101 and SR-85 (Figures 1-1 and 1-2), and range in size from approximately 5 to 15 acres.

- **US-101 at Branham Lane, north of Blossom Hill Road (Site 1):** This site is located in the City of San Jose at US-101 postmile (PM) 29.0. This site is located north of the US-101/Blossom Hill Road interchange, within operating State ROW originally acquired for a future interchange that would connect Branham Lane with US-101. There are currently no plans to construct the Branham Lane interchange because the distance to the US-101/Blossom Hill Road interchange does not conform to Department interchange spacing policy. In addition the City of San Jose is not pursuing the interchange because of public opposition. US-101 is an eight-lane freeway with one HOV lane in each direction. No local roadways cross US-101 at this location.
- **US-101/State Route (SR) 85 South (Site 2):** This site is located in the City of San Jose at US-101 PM 27.0. US-101 is an eight-lane freeway with one HOV lane in each direction. SR-85 is a six-lane freeway with one HOV lane in each direction. Bernal Road/Silicon Valley Boulevard ranges from a four- to six-lane arterial that crosses under US-101 and SR-85. Irrigated landscaping is present at this site.
- **US-101/Coyote Creek Golf Drive (Site 3):** This site is located in the City of San Jose at US-101 PM 19.2. US-101 is an eight-lane freeway with one HOV lane in each direction. Coyote Creek Golf Drive is a two-lane roadway crossing under US-101. The interchange is a spread diamond configuration. The northwest quadrant of the interchange currently contains a stockpile of earth materials and the southwest quadrant of the interchange currently contains a temporary stockpile of asphalt concrete grinding materials.
- **US-101/East Dunne Avenue (Site 4):** This site is located in the City of Morgan Hill at US-101 PM 16.0. US-101 is a six-lane freeway. East Dunne Avenue is a six-lane arterial crossing over US-101. The interchange is currently configured as a southbound spread diamond and a northbound partial cloverleaf.
- **US-101/Tennant Avenue (Site 5):** This site is located in the City of Morgan Hill at US-101 PM 15.1. US-101 is a six-lane freeway. Tennant Avenue crosses over US-101 and is currently being widened to a four-lane arterial. The interchange, previously configured as a spread diamond, is currently under construction by the City of Morgan Hill to add a northbound loop on-ramp in the southeast quadrant and widen Tennant Avenue and the overcrossing structure.
- **US-101/ San Martin Avenue (Site 6):** This site is located in Santa Clara County at US-101 PM 12.5. US-101 is a six-lane freeway. East San Martin Avenue is a two-lane roadway which crosses over US-101. The interchange is a spread diamond configuration.
- **US-101/Masten Avenue (Site 7):** This site is located in Santa Clara County at US-101 PM 10.3. US-101 is a six-lane freeway. Masten Avenue is a two-lane roadway which crosses over US-101. The interchange is a spread diamond configuration.

1.4 Alternatives

This section discusses the alternatives in detail. The Preliminary Design Review Package dated June 2010 evaluated 12 sites to be included in the proposed Project. Of these 12 sites, seven sites were determined viable locations for PV solar power systems and are carried through this Initial Study / Mitigated Negative Declaration (IS/MND). The five sites that were rejected are discussed in Section 1.4.3, Alternatives Considered but Eliminated from Further Discussion.

1.4.1 No Build Alternative

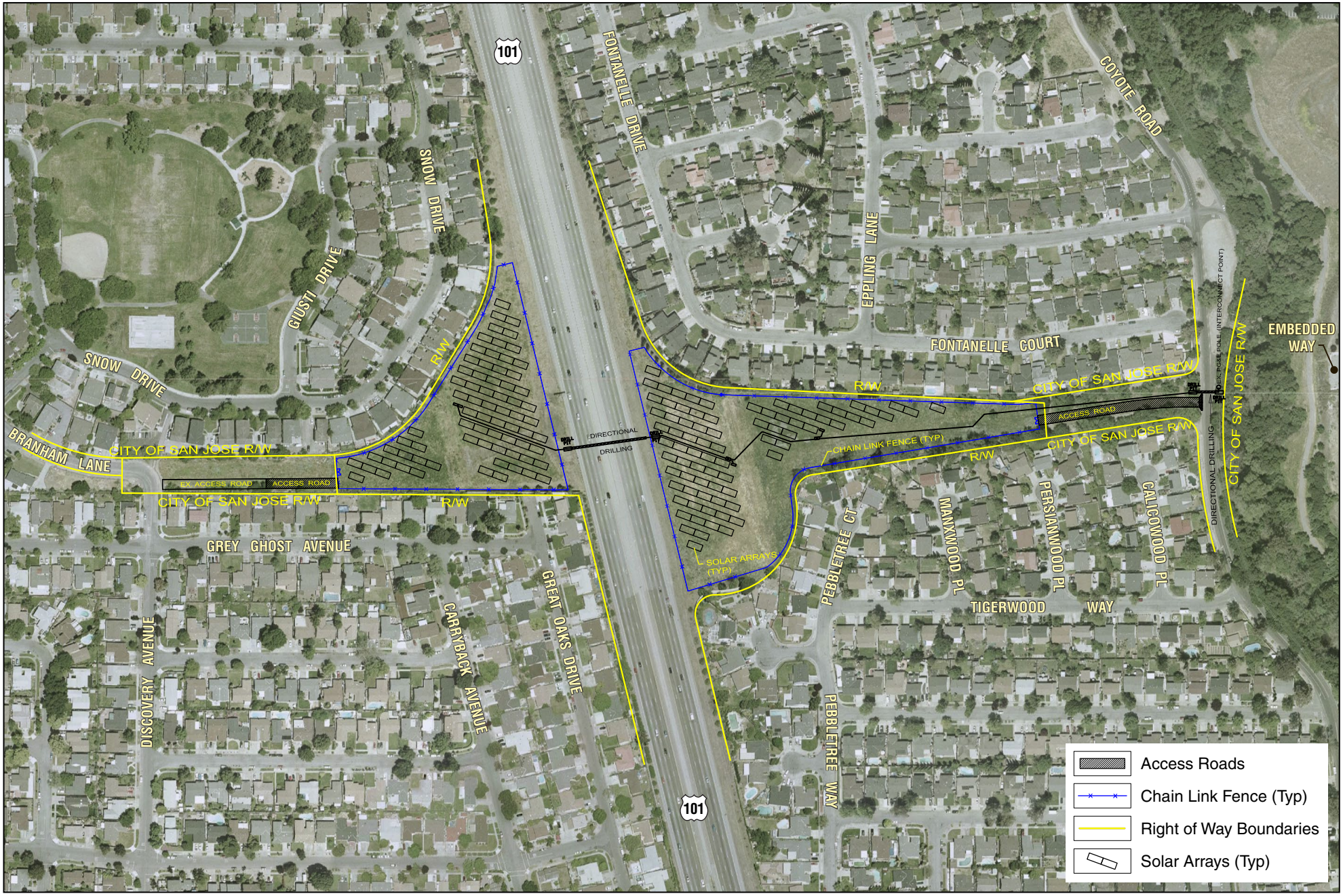
The No Build Alternative would maintain the existing conditions at the seven sites. Under the No Build Alternative, the PV solar power systems would not be constructed and the ROW areas at the seven sites would remain unchanged. The No Build Alternative would not result in leased land and would not establish income-producing assets. The proposed Project would not be implemented under the global climate change regulatory programs and the Department Deputy Directive DD-104. This Alternative would leave the State ROW available for Department operational needs or may allow for other income-producing assets or GHG-reducing proposals.

1.4.2 Build Alternative

The proposed Project would result in an airspace developmental lease and revenue share operations agreement that would permit Republic to install and maintain flat-plate PV solar panels with associated facilities within operating State ROW, primarily adjacent to existing roadway interchanges, at up to seven sites throughout Santa Clara County (Figures 1-1 and 1-2). The proposed PV solar arrays would be situated within State ROW, between the freeway mainline and the associated on- and off-ramps, and would fill the areas of the interchange. The PV solar panels would be installed on steel racking in rows tilted to the south-southwest for maximum sun exposure. The tilt of the flat-plate PV solar arrays would be approximately 25 degrees (°), with an approximate orientation of 200° (20° west of south) and a maximum height of 11 feet.

Republic would develop, finance, construct, own, operate, and maintain the PV solar power system. Republic would combine any combination of up to seven sites to create up to 15 MW of power to be sold directly to an investor or municipal owned utility. These seven sites range in size from approximately 5 to 15 acres and include the following details:

- **Site 1:** A solar panel airspace development lease of approximately 9.2 acres is proposed at this location. PV solar power systems with the associated fences, guardrails, and equipment would be installed to the east and west of US-101, within the ROW that was originally acquired for a future US-101/Branham Lane interchange. There are currently no plans to construct the interchange. Approximately 6,342 flat-plate PV modules would be installed, generating approximately 2.2 million kWh of energy per year. Approximately 4,883 feet of six-foot-high chain link fencing with galvanized steel, 33 surveillance poles, four concrete pads supporting electrical equipment, two driveway cuts, and 610 linear feet of access roads would be also be installed. The driveway cuts and access roads have a width of 25 feet. Figure 1-3, Proposed Project Site Plan for Site 1, provides a graphical representation of this site.



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Proposed Project Site Plan for Site 1

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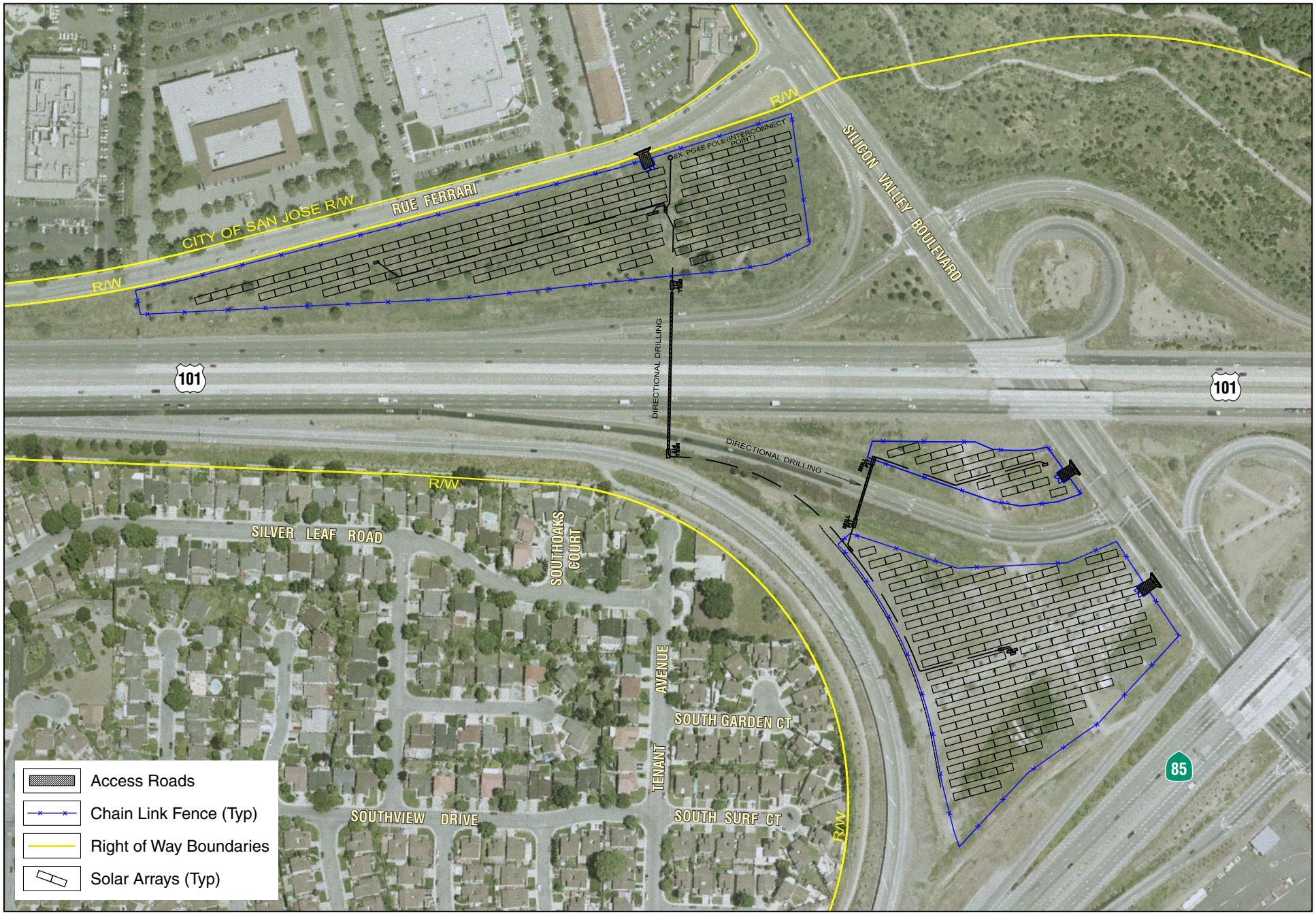
Figure 1-3

- **Site 2:** A solar panel airspace development lease of approximately 14.7 acres is proposed at this location. PV solar power systems with the associated fences, guardrails, and equipment would be installed in three vacant areas: (1) between southbound US-101 and the southbound US-101 off-ramp to Bernal Road, north of Bernal Road; (2) between the southbound US-101 off-ramp to Bernal Road and the northbound on-ramp to SR-85, north of Bernal Road; and (3) between the northbound US-101 on-ramp and Rue Ferrari, a City of San Jose frontage Road. Approximately 15,666 flat-plate PV modules would be installed, generating approximately 5.4 million kWh of energy per year. Approximately 688 feet of metal beam guard railing, 7,204 feet of six-foot-high chain link fencing with galvanized steel, 48 surveillance poles, seven concrete pads supporting electrical equipment, three driveway cuts, and 120 linear feet of access roads would be also be installed. The driveway cuts and access roads have a width of 25 feet. Site 2 would also require the removal of 120 linear feet of an 18-inch RCP storm drain pipe, which would be replaced with 250 linear feet of 18-inch RCP storm drain piping. Figure 1-4, Proposed Project Site Plan for Site 2, provides a graphical representation of this site.
- **Site 3:** A solar panel airspace development lease of approximately 13.0 acres is proposed at this location. PV solar power systems with the associated fences, guardrails, and equipment would be installed in all four quadrants of this interchange. Approximately 14,154 flat-plate PV modules would be installed, generating approximately 4.9 million kWh of energy per year. Approximately 185 feet of metal beam guard railing, 7,273 feet of six-foot-high chain link fencing with galvanized steel, 49 surveillance poles, seven concrete pads supporting electrical equipment, four driveway cuts, and 200 linear feet of access roads would be also be installed. The driveway cuts and access roads have a width of 25 feet. Figure 1-5, Proposed Project Site Plan for Site 3, provides a graphical representation of this site.
- **Site 4:** A solar panel airspace development lease of approximately 5.5 acres is proposed at this location. PV solar power systems with the associated fences, guardrails, and equipment would be installed in the northwest, northeast and southwest quadrants of this interchange. Approximately 5,208 flat-plate PV modules would be installed, generating approximately 1.8 million kWh of energy per year. Approximately 267 feet of metal beam guard railing, 3,929 feet of six-foot-high chain link fencing with galvanized steel, 26 surveillance poles, four concrete pads supporting electrical equipment, three driveway cuts, and 280 linear feet of access roads would be also be installed. The driveway cuts and access roads have a width of 25 feet. Figure 1-6, Proposed Project Site Plan for Site 4, provides a graphical representation of this site.



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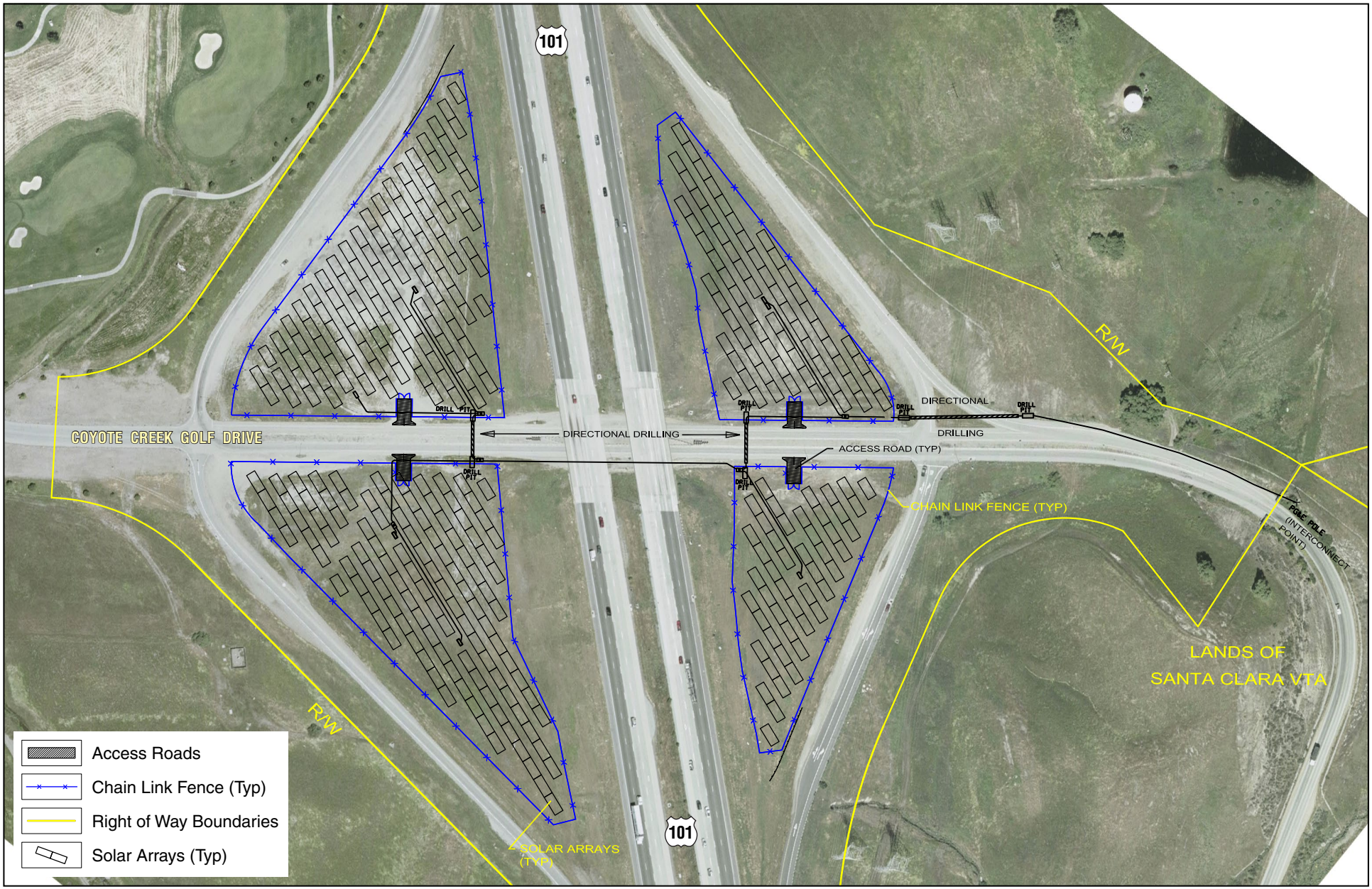
Proposed Project Site Plan for Site 2

3/16/11 JN 40-100418-17357 MAS

Figure 1-4



Source: HMH, 2010

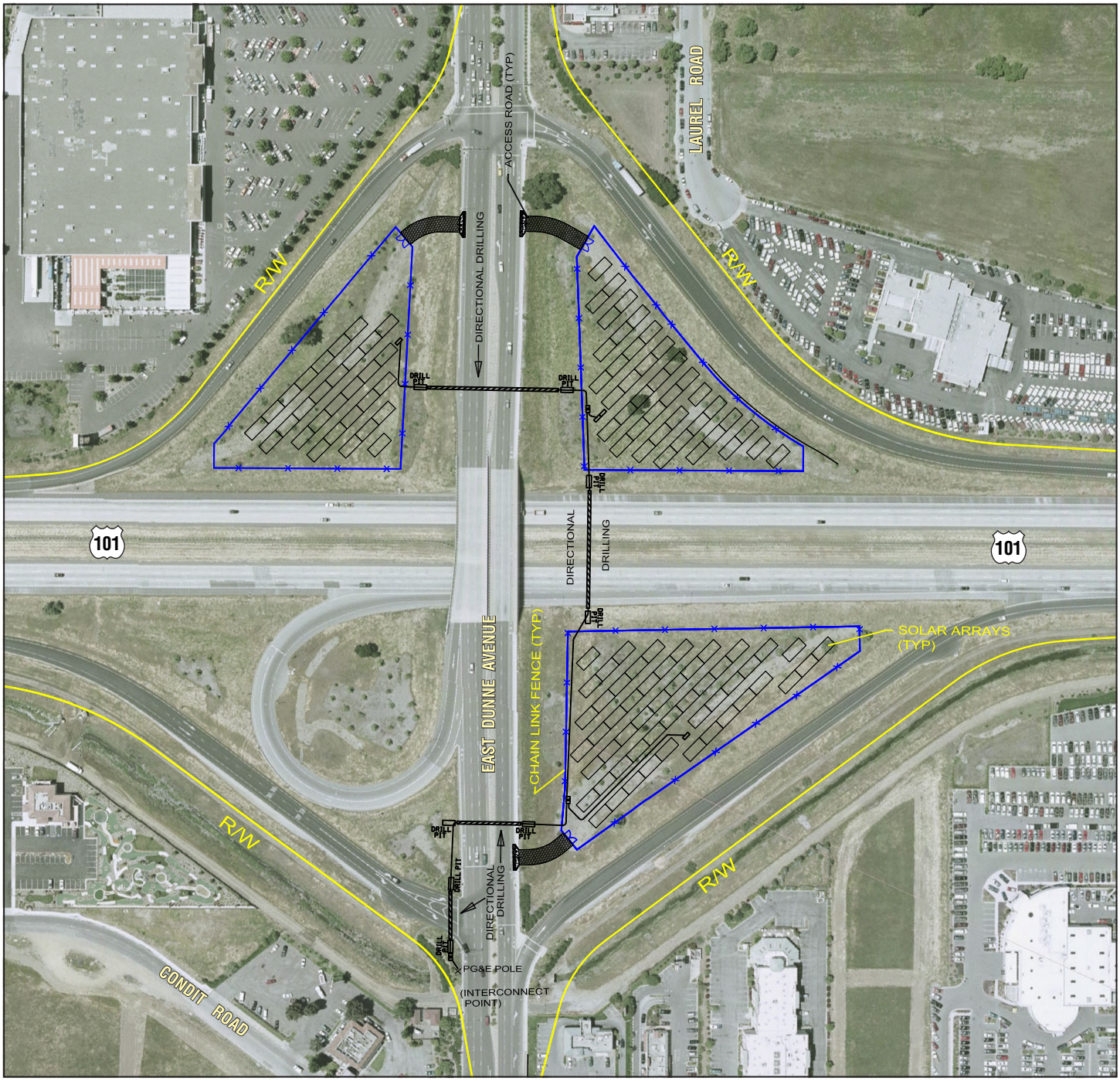
not to scale

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-0R00D2-3JUL2

Proposed Project Site Plan for Site 3

3/17/11 JN 40-100418-17357 MAS

Figure 1-5



Source: HMH, 2010

- Access Roads
- Chain Link Fence (Typ)
- Right of Way Boundaries
- Solar Arrays (Typ)

not to scale

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Proposed Project Site Plan for Site 4

3/17/11 JN 40-100418-17357 MAS

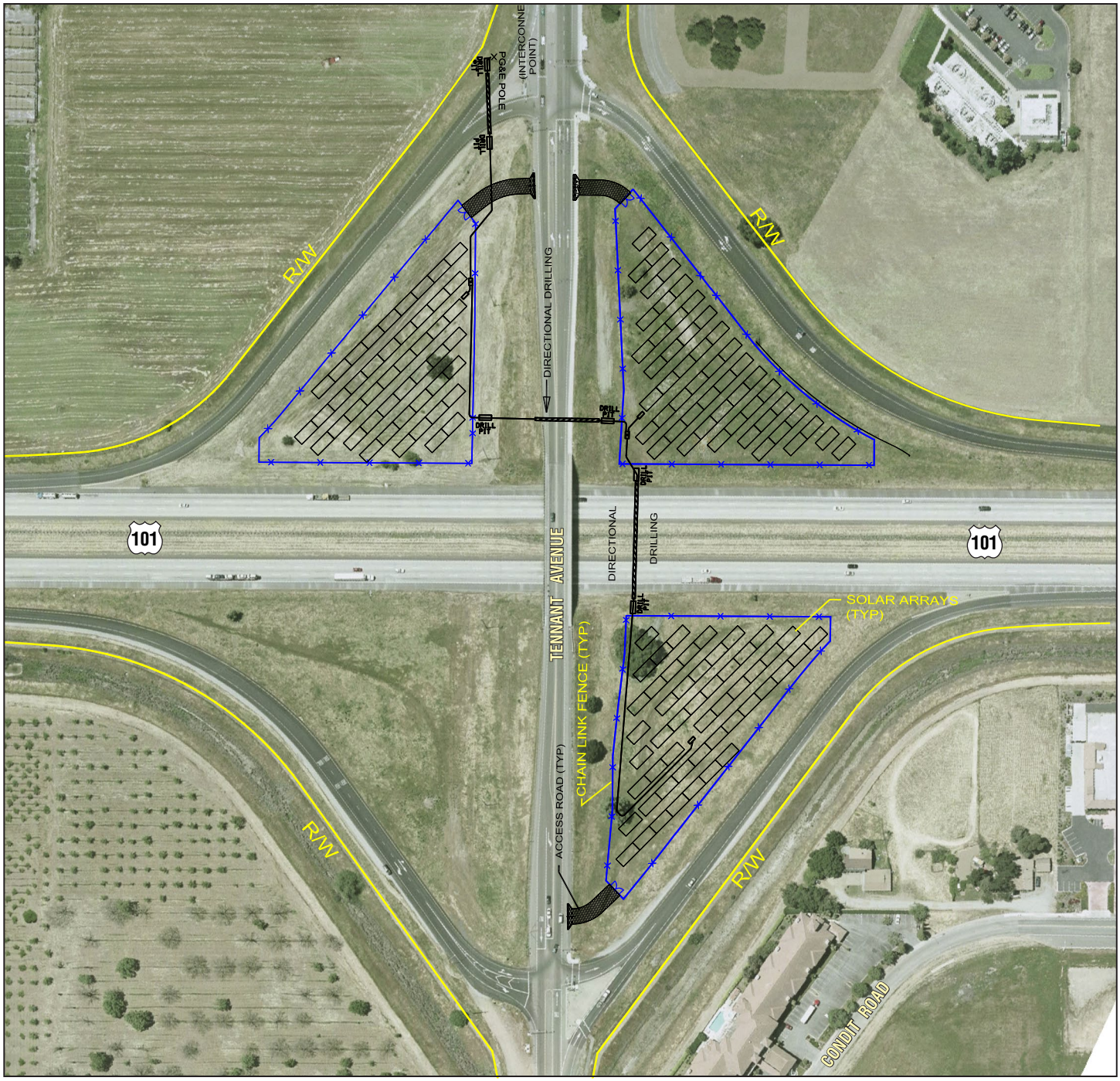
Figure 1-6

- **Site 5:** A solar panel airspace development lease of approximately 6.3 acres is proposed at this location. PV solar power systems with the associated fences, guardrails, and equipment would be installed in the northwest, northeast, and southwest quadrants of this interchange. Approximately 6,300 flat-plate PV modules would be installed, generating approximately 2.2 million kWh of energy per year. Approximately 313 feet of metal beam guard railing, 4,186 feet of six-foot-high chain link fencing with galvanized steel, 28 surveillance poles, four concrete pads supporting electrical equipment, three driveway cuts, and 300 linear feet of access roads would be also be installed. The driveway cuts and access roads have a width of 25 feet. Figure 1-7, Proposed Project Site Plan for Site 5, provides a graphical representation of this site.
- **Site 6:** A solar panel airspace development lease of approximately 6.2 acres is proposed at this location. PV solar power systems with the associated fences, guardrails, and equipment would be installed in all four quadrants of this interchange. Approximately 5,880 flat-plate PV modules would be installed, generating approximately 2.0 million kWh of energy per year. Approximately 346 feet of metal beam guard railing, 4,834 feet of six-foot-high chain link fencing with galvanized steel, 33 surveillance poles, six concrete pads supporting electrical equipment, four driveway cuts, and 480 linear feet of access roads would be also be installed. The driveway cuts and access roads have a width of 25 feet. Figure 1-8, Proposed Project Site Plan for Site 6, provides a graphical representation of this site.
- **Site 7:** A solar panel airspace development lease of approximately 9.7 acres is proposed at this location. PV solar power systems with the associated fences, guardrails, and equipment would be installed in all four quadrants of this interchange. Approximately 10,416 flat-plate PV modules would be installed, generating approximately 3.6 million kWh of energy per year. Approximately 602 feet of metal beam guard railing, 6,153 feet of six-foot-high chain link fencing with galvanized steel, 41 surveillance poles, six concrete pads supporting electrical equipment, four driveway cuts, and 400 linear feet of access roads will be also be installed. The driveway cuts and access roads have a width of 25 feet. Figure 1-9, Proposed Project Site Plan for Site 7, provides a graphical representation of this site.

All PV solar power systems and fences would be installed with adequate setback from the roadways and ramps for standard sight distances as required by Section 201 “Sight Distance” of the Department’s Highway Design Manual. In addition to sight distance requirements, fences or other fixed objects associated with the PV solar power systems would be placed outside the Clear Recovery Zone (CRZ), as defined by the Highway Design Manual.

Approximately six-foot-high chain-link (or equivalent) fences with galvanized steel would be placed around the perimeter of each site to fully enclose the solar panel facilities, protecting them from vandalism and attractive nuisance issues (see details above for site specific information). Each area would have one or more double-swing gates for access and would include posts that extend three feet deep.

A security system would include a web-based video surveillance system to monitor possible intruders and signal emergency responders. The security system would



Source: HMH, 2010

- Access Roads
- Chain Link Fence (Typ)
- Right of Way Boundaries
- Solar Arrays (Typ)

not to scale

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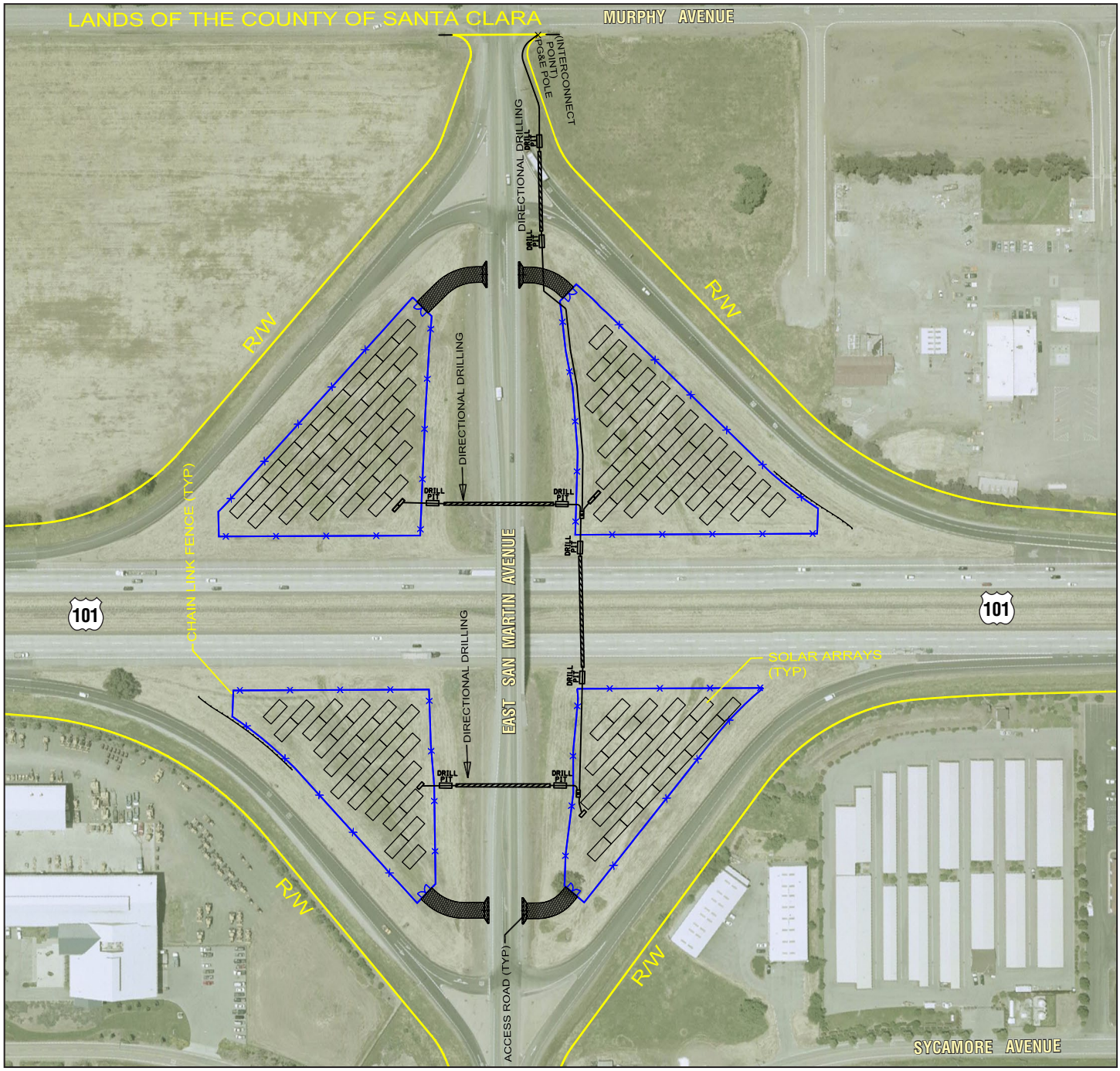
Proposed Project Site Plan for Site 5

3/17/11 JN 40-100418-17357 MAS

Figure 1-7



Source: HMH, 2010

- Access Roads
- Chain Link Fence (Typ)
- Right of Way Boundaries
- Solar Arrays (Typ)

not to scale

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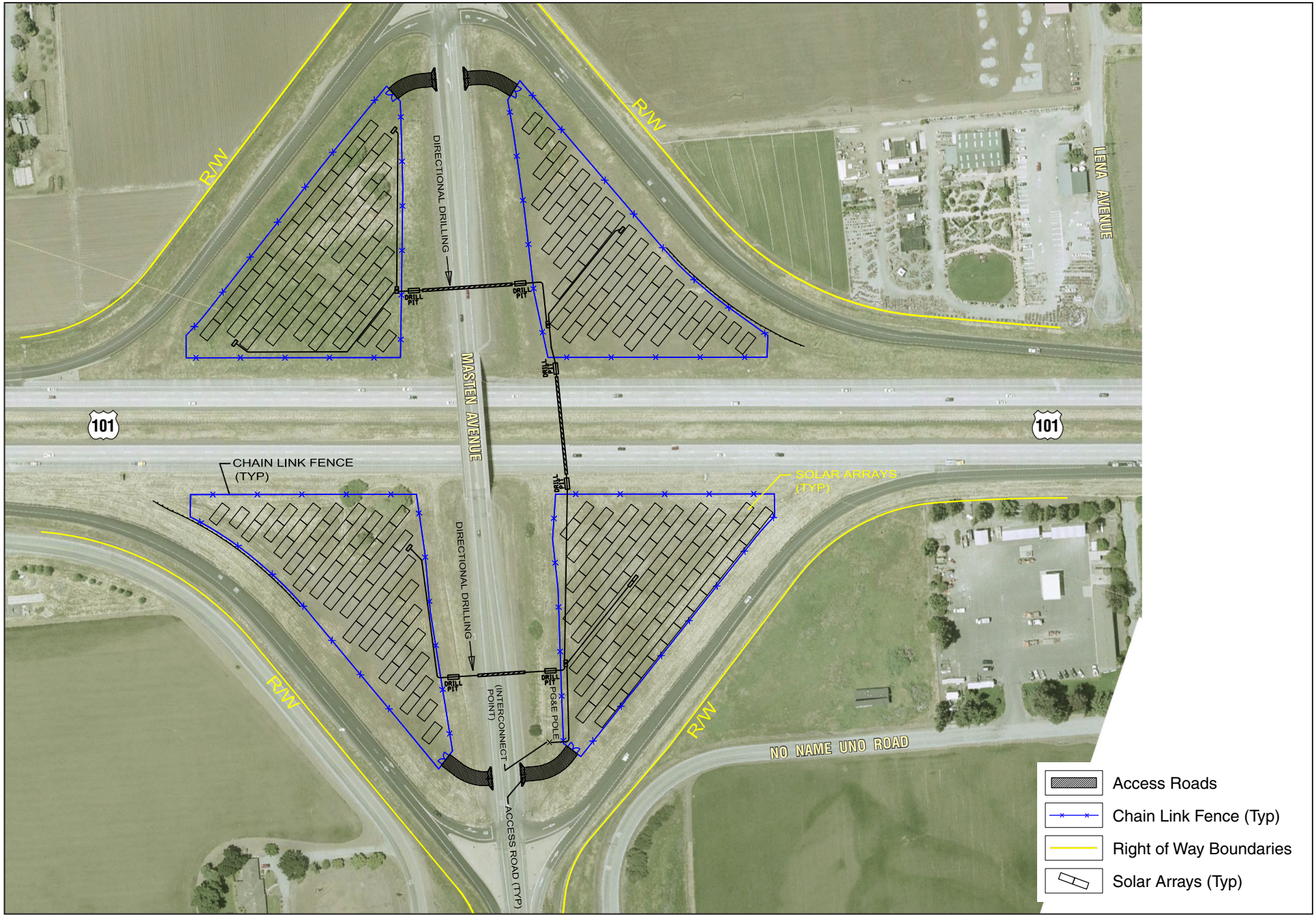
Proposed Project Site Plan for Site 6

3/17/11 JN 40-100418-17357 MAS

Figure 1-8



Source: HMH, 2010

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EA 04-OR00D2-3JUL2

Proposed Project Site Plan for Site 7

3/17/11 JN 40-100418-17357 MAS

Figure 1-9

include video cameras mounted at a height of approximately 15 feet at 150-foot intervals around the site perimeter, within the chain-link fencing. The foundations of the poles would be four feet deep (see details above for site specific numbers).

At locations considered to have a high potential for vehicle collisions, typically the outside of sharp curves and at exit ramp curves, metal beam guardrails will be used to provide added safety for motorists. Six of the sites (Sites 2, 3, 4, 5, 6, and 7) are considered to have areas requiring metal beam guard rails. In general the metal beam guard rails would be installed at the edge of the CRZ, immediately adjacent to the chain-link fence, with posts buried four feet deep (see details above for site specific information).

Access to each site would be provided from the local roadways by driveway cuts with 25-foot-wide, 1.5-foot-deep, all-weather access roads (refer to Figures 1-3 through 1-9). Each site is discussed in detail, above, pertaining to the number of driveway cuts required. Access would not be provided from the freeway mainline or ramps.

In general, minimal grading would be required as part of the proposed Project, to prepare a smooth site surface for installation of the PV panel racking systems. At some locations, existing drainage swales would be regraded around the panel locations or storm drain pipes may be installed to connect existing swales or culverts across the panel area. The maximum depth of construction would be approximately five feet for regrading swales or trenching of drainage pipes and electrical conduits, except that driven pile foundations for the PV panel racking systems could extend 20 feet below grade.

Each of the seven sites would be covered with loose gravel underlain by a weed control fabric; however, in some locations the sites may be planted with low groundcover to reduce weed growth. Other than groundcover and low-lying shrubbery, typical landscape treatment of the interchanges by the Department or local agencies over the life of the proposed Project (anticipated to be approximately 25 to 40 years) would be precluded. Except as may be required for replacement planting, no new irrigation systems are anticipated.

Electrical equipment would be installed to convert direct current (DC) power generated by the PV solar power systems to alternating current (AC) power for connection to the local grid. Typically, within each fenced enclosure, inverters/transformers and switchgears would be installed on concrete pads, refer to each site, above, for specific detail. The concrete pads that support the above-ground electrical equipment (inverters, transformers, and switchgear) would extend 12 inches below grade. Outside the fenced enclosure, the AC power connections to the grid would be conveyed in underground conduit, including conduit installed by directional drilling under freeways, ramps and busy roadways, to the selected power poles, many of which are along local roads outside operating State ROW. The conveyance of the electrical conduits to reach power poles would be at a depth of four feet. Maximum depths of the directional drilling at roadway crossings would be up to 15 feet below ground surface. On each end of the drilling operation, a temporary pit would be excavated approximately eight feet wide, 20 feet long, and 15 feet deep to accommodate the drilling equipment. Off-site staging areas would not be necessary.

1.4.3 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

An additional five sites were considered during the planning process but were further dropped from consideration. These sites included US-101/Moffett Boulevard, Interstate (I) 880/Coleman Avenue, SR-85/Winchester Boulevard, Oka Road at SR-17, and US-101/SR-152 East.

1.4.3.1 US-101/Moffett Boulevard

This site was located in the City of Mountain View at US-101 PM 47.9. It proposed approximately 4.6 acres of PV solar power system development in the northwest and southwest quadrants, west of Moffett Boulevard. This site was rejected because the size, less than five acres, was not large enough to generate enough power to warrant sales to an investor or municipal owned company, thus this site is not economically viable. In addition, this site contained potential conflicts with adjacent property owners, and was located within close proximity to a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5.

1.4.3.2 I-880/Coleman Avenue

This site was located in the City of San Jose at I-880 PM 2.7. It proposed approximately 2.6 acres of PV solar power system development in the southeast quadrant of the interchange. This site was rejected because the size, less than five acres, was not large enough to generate enough power to warrant sales to an investor or municipal owned company, thus this site is not economically viable.

1.4.3.3 SR-85/Winchester Boulevard

This site was located in the Town of Los Gatos at SR-85 PM 11.0. It proposed approximately 2.4 acres of PV solar power system development in the southwest quadrant of the interchange. This site was rejected because the size, less than five acres, was not large enough to generate enough power to warrant sales to an investor or municipal owned company, thus this site is not economically viable.

1.4.3.4 Oka Road at SR-17

This site was located in the Town of Los Gatos at SR-85 PM 10.6. It proposed approximately 3.2 acres of PV solar power system development in the vacant area south of SR-85 and west of Oka Road. This site was rejected because the size, less than five acres, was not large enough to generate enough power to warrant sales to an investor or municipal owned company, thus this site is not economically viable.

1.4.3.5 US-101/SR-152 East

This site was located in the City of Gilroy at US-101 PM 6.1. It proposed approximately 1.2 acres of PV solar power system development in the southwest quadrant of the interchange. This site was rejected because the size, less than five acres, was not large enough to generate enough power to warrant sales to an investor or municipal owned company, thus this site is not economically viable.

1.5 Permits and Approvals Needed

The following permits, reviews, and approvals would be required for proposed Project construction:

Permit/Approval	Agency	Status
Section 402 – Clean Water Act – National Pollutant Discharge Elimination System (NPDES), Storm Water	San Francisco Bay Regional Water Quality Control Board	The contractor is required to conform to the existing Department's Statewide NPDES Storm Water Permit, Order No. 99-06-DWQ, CAS0000003 and General NPDES Permit for Construction Activities Order No. 99-08-DWQ, CAS000002.
Storm Water Pollution Prevention Plan (SWPPP)	San Francisco Bay RWQCB	The SWPPP is a document that will address water pollution controls specific to the proposed project during the construction, per the NPDES.
Encroachment Permit	California Department of Transportation – District 4	Required for field surveys and construction activities.
Grading Permit	California Department of Transportation – District 4	Required for construction activities.

Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

2.1 ENVIRONMENTAL ISSUES WITH NO IMPACT

As part of the scoping and environmental analysis conducted for the proposed Project, the following environmental issues were considered but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document.

2.1.1 HUMAN ENVIRONMENT

2.1.1.1 Land Use

COASTAL ZONE

The seven sites that make up the proposed Project are not located within any State or County coastal jurisdiction, nor are they within State appealable jurisdiction. No impacts are anticipated and no avoidance, minimization, and/or mitigation measures are required.

WILD AND SCENIC RIVERS

There are no designated wild and scenic rivers located within or adjacent to the seven sites that make up the proposed Project. No impacts are anticipated and no avoidance, minimization, and/or mitigation measures are required.

2.1.1.2 Growth

The proposed Project sites are within existing right-of-way (ROW). The proposed Project is meant to provide renewable energy and would not encourage growth beyond what is envisioned by Santa Clara County, the City of San Jose, or the City of Morgan Hill. No impacts are anticipated to growth related impacts and no avoidance, minimization, and/or mitigation measures are required.

2.1.1.3 Agriculture and Forest Resources

The proposed Project is within existing ROW and would not encroach on any agricultural land in close proximity to the seven sites. No timberlands are identified within or adjacent to the proposed Project. Therefore, no impacts are anticipated to agriculture or forest resources and no avoidance, minimization, and/or mitigation measures are required.

2.1.1.4 Community Character

RELOCATIONS AND REAL PROPERTY ACQUISITIONS

The proposed Project would develop PV solar power systems at seven sites in Santa Clara County, all within existing ROW. No property acquisitions would occur as a result of this proposed Project. Therefore, no impacts are anticipated and no avoidance, minimization, and/or mitigation measures are required.

ENVIRONMENTAL JUSTICE

The proposed Project is located at seven sites along US-101 from PM 29.0 south to PM 10.3, in Santa Clara County. The proposed Project would not result in any displacement of residents, because all work would be completed with existing ROW, therefore, the proposed Project would not divide a minority population or impact the economic vitality of these populations. No impacts are anticipated and no avoidance, minimization, and/or mitigation measures are required.

2.1.2 BIOLOGICAL ENVIRONMENT

2.1.2.1 Wetlands and Other Waters

No natural or artificially occurring aquatic resources (e.g., channels, ponds, detention basins, etc.) were found on any of the seven sites that make up the proposed Project. No jurisdictional waters were identified at any of the proposed Project's seven sites (Live Oak Associates, Inc. 2011). Therefore, no impacts are anticipated and no avoidance, minimization, and/'or mitigation measures are required.

2.2 Human Environment

2.2.1 LAND USE

The following describes existing land use in the seven proposed Project site areas, general plan designated uses, and assesses potential impacts caused by the proposed Project. The Santa Clara County General Plan (SCCGP), South County Joint Area Plan (SCJAP), City of San Jose General Plan (SJGP), and City of Morgan Hill General Plan (MHGP) were reviewed to identify designated land uses and planning policies and goals. Site visits were performed and aerial photographs were examined to identify existing land uses, while the SCCGP, SCJAP, SJGP, and MHGP were reviewed for official land use designations and the local zoning codes were reviewed for zone designations surrounding the seven sites.

2.2.1.1 Existing and Future Land Use

AFFECTED ENVIRONMENT

The proposed Project lies within the City of San Jose, City of Morgan Hill, and unincorporated County of Santa Clara, State of California. The proposed Project is located at seven sites along US-101 from PM 29.0, north of the US-101/Blossom Hill Road interchange, south to PM 10.3, the US-101/Masten Avenue interchange. The proposed Project sites are within operating ROW, thus within the transportation corridors. No new ROW would be acquired due to the proposed Project.

Land use within the proposed Project area is governed by Santa Clara County (County), the City of Morgan Hill, and the City of San Jose. The proposed Project area is generally surrounded by residential, commercial, industrial, recreational, and vacant land uses. Existing and future land uses for each site are described below.

SITE 1

Site 1 is located in the City of San Jose at US-101 PM 29.0, north of the US-101/Blossom Hill Road interchange. US-101 is an eight-lane freeway with one high occupancy vehicle (HOV) lane in each direction. No local roadways cross US-101 at this location. Site 1 consists of two portions of land (totaling approximately 9.2 acres) on either side of US-101, each bisected with a flood-control berm. Topographically, Site 1 is relatively flat, with elevations ranging from approximately 185 to 195 feet above mean sea level (msl).

Land uses surrounding Site 1 consist of the US-101 corridor; commercial uses to the east; residential uses to the south, east and west, Great Oaks Park to the west; and Shady Oaks Park to the east. Coyote Creek and Coyote Creek Trail are located approximately 500 feet east of Site 1, and the Southern Pacific Railroad (SPRR) is located to the west. In addition, the Diablo Range is located to the east and the Santa Cruz Mountains are located to the west of Site 1.

According to the SJGP Land Use Diagram (as amended through June 2010), land immediately to the north of the proposed Project is designated Medium Low Density Residential (MLDR), 8 dwelling units per acre, Medium High Density Residential (MHDR), 12-25 dwelling units per acre, and Public Park and Open Space (PPOS).

Land immediately to the east of the proposed Project is designated MLDR, 8 dwelling units per acre, PPOS, and Industrial Park (IP). Land immediately to the south of the proposed Project is designated MLDR, 8 dwelling units per acre. Land immediately to the west of the proposed Project is designated MHDR, 12-25 dwelling units per acre, PPOS, and MLDR, 8 dwelling units per acre. Figure 2.2.1-1, Land Use Sites 1 and 2, provides a graphical representation of the surrounding land uses.

According to the City of San Jose Zoning Ordinance (updated December 2010), land to the northeast, southeast, and southwest is zoned R-1-8 – Single Family Residential, land to the northwest is zoned R-M – Multi-Family Residential, and land immediately to the west is zoned A – Agriculture and contains a community garden.

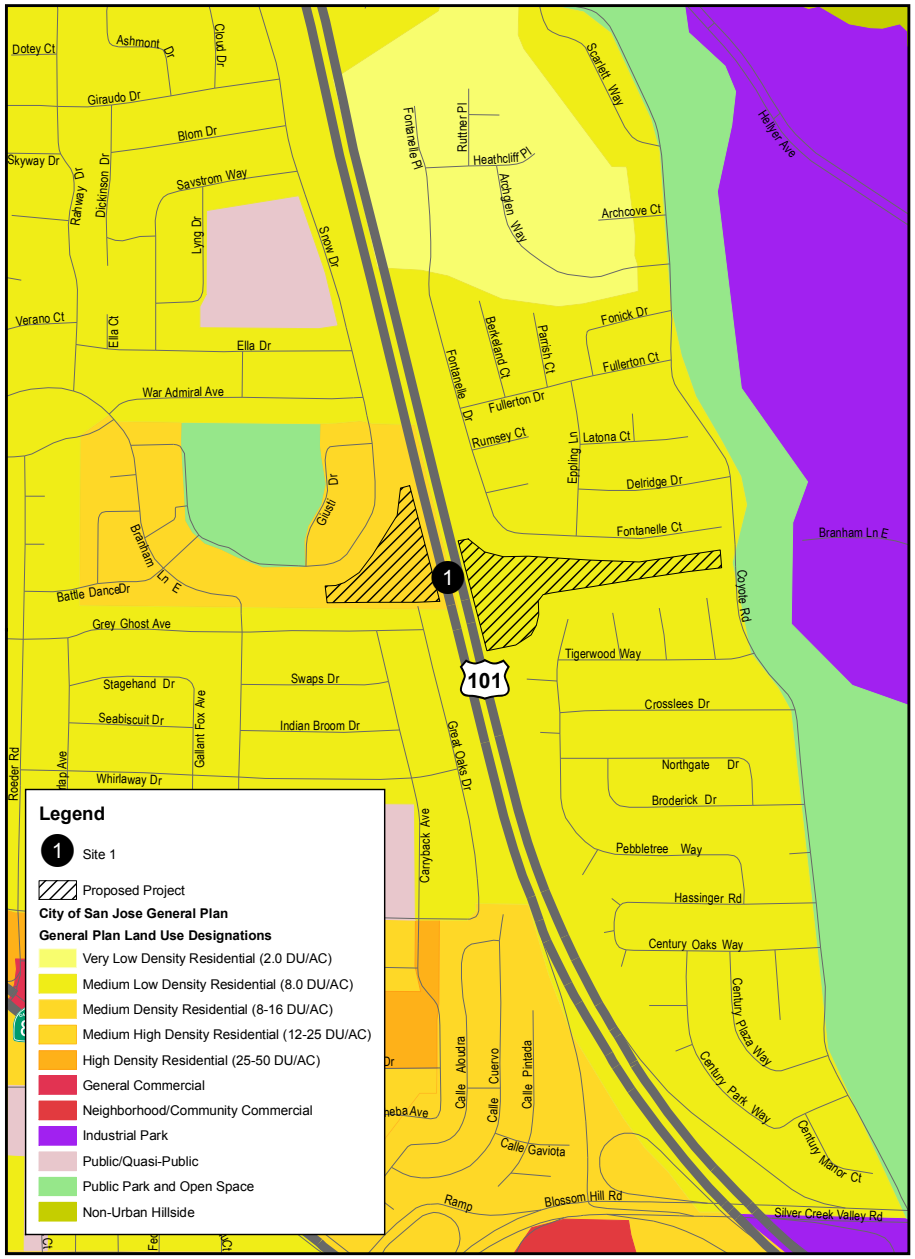
SITE 2

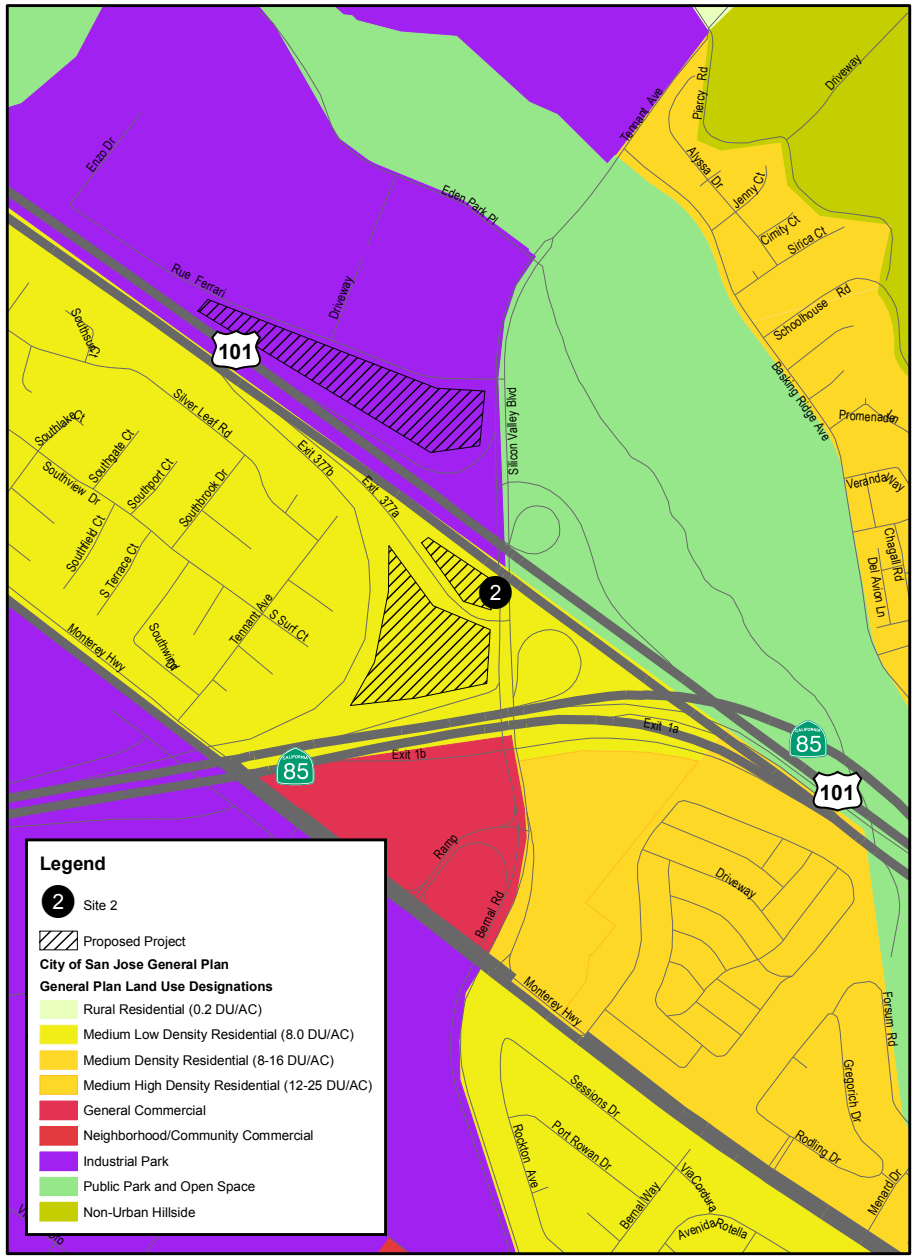
Site 2 is located in the City of San Jose at US-101 PM 27.0. US-101 is an eight-lane freeway with one HOV lane in each direction. SR-85 is a six-lane freeway with one HOV lane in each direction. Bernal Road/Silicon Valley Boulevard ranges from a four- to six-lane arterial that crosses under US-101 and SR-85 at this location. Irrigated landscaping is located on-site. Site 2 consists of three undeveloped portions of land (totaling approximately 14.7 acres) to the east and west of US-101. Topographically, Site 2 is located in a generally flat area, with elevations ranging from approximately 200 to 300 feet above msl.

Land uses surrounding Site 2 consist of the US-101 corridor; residential uses to the west; commercial land uses to the north (a restaurant and hotel) and south (gas station); and undeveloped land to the east of the proposed Project site. Wall features are present along the boundaries of the residential uses to the west, separating the residential uses from the US-101 southbound off-ramp. Coyote Creek and Coyote Creek Trail are located to the east of the Site 2, and the SPRR is located to the west. Background views are afforded to ridgetops associated with the Diablo Range and the Santa Cruz Mountains to the east and west of Site 2.

According to the SJGP Land Use Diagram (as amended through June 2010), land immediately to the north of the proposed Project is designed IP, PPOS, and MLDR, 8 dwelling units per acre. Land immediately to the east is designated PPOS, MDR, 8-16 dwelling units per acre, and MLDR, 8 dwelling units per acre. Land immediately to the south is designated MLDR, 8 dwelling units per acre, Medium High Density Residential (MHDR), 12-25 dwelling units per acre, and General Commercial (GC). Land immediately to the west is designated MLDR, 8 dwelling units per acre. Figure 2.2.1-1, Land Use Sites 1 and 2, provides a graphical representation of the surrounding land uses.

According to the City of San Jose Zoning Ordinance (updated December 2010), land to the northeast is zoned A(PD) – Agriculture Planned Development and IP – Industrial Park, land to the southeast is zoned R-1-1 – Single Family Residential, land to the northwest is zoned A – Agriculture, A(PD) – Agriculture Planned Development, IP – Industrial Park, and R-1-8– Single Family Residential, and land to the southwest is zoned IP – Industrial Park, A – Agriculture, A(PD) – Agriculture Planned Development, R-1-5 – Single Family Residential, and R-MH – Mobilehome Residential.





Source: City of San Jose General Plan

0 0.1 0.2 0.4 Miles

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Land Use - Sites 1 & 2

03/22/11 JN40-100418 Fig_2.2.1-1_GP_Site1_Site2.mxd LS

Figure 2.2.1-1

SITE 3

Site 3 is located in the City of San Jose at US-101 PM 19.2. US-101 is an eight-lane freeway with one HOV lane in each direction. Coyote Creek Golf Drive is a two-lane roadway crossing under US-101 at this location. The interchange is a spread diamond configuration. The northwest quadrant of the interchange currently contains a stockpile of earth materials and the southwest quadrant of the interchange currently contains a temporary stockpile of asphalt concrete grinding materials. Site 3 consists of four undeveloped portions of land (totaling approximately 13.0 acres) within the northeast, southeast, northwest, and southwest quadrants of the US-101/Coyote Creek Golf Drive interchange. Unimproved roadways are located on-site. Site 3 is bisected by US-101 in a north/south direction and by Coyote Creek Golf Drive in an east/west direction. Site 3 is located in a rural area characterized by gently rolling hills, with elevations ranging from approximately 300 to 550 feet above msl.

Land uses surrounding Site 3 consist of Coyote Creek Golf Club to the west and north, and open space primarily to the east and south. Coyote Creek and Coyote Creek Trail are located to the south and west. The SPRR is located to the west. US-101 (within Site 3) is locally designated as a Rural Scenic Corridor. Views from Site 3 include the rolling foothills of the Diablo Range to the east and the Santa Cruz Mountains to the west of Site 3.

According to the SJGP Land Use Diagram (as amended through June 2010), land immediately to the north of the proposed Project is designed Private Recreation (PR) and Non-Urban Hillside (NUH). Land immediately to the east of the proposed Project is designated NUH and PR. Land immediately to the south is designated PPOS and NUH. Land immediately to the west is designated PR. Figure 2.2.1-2, Land Use Site 3, provides a graphical representation of the surrounding land uses.

According to the City of San Jose Zoning Ordinance (updated December 2010), land to the northeast, southeast, and northwest is zoned A(PD) – Agriculture Planned Development and R-1-1 – Single Family Residential, while land to the southwest is zoned R-1-1 – Single Family Residential.

SITE 4

Site 4 is located in the City of Morgan Hill at US-101 PM 16.0. US-101 is a six-lane freeway. East Dunne Avenue is a six-lane arterial crossing over US-101 at this location. The interchange is currently configured as a southbound spread diamond and a northbound partial cloverleaf. Site 4 consists of three undeveloped portions of land (totaling approximately 5.5 acres) within the northeast, southwest, and northwest quadrants of the US-101/East Dunne Avenue interchange. Topographically, Site 4 is relatively flat, with elevations ranging from approximately 345 to 365 feet above msl.

Land uses surrounding Site 4 consist of the US-101 corridor; residential and commercial uses to the north; commercial (restaurants), institutional, and undeveloped land uses to the south; commercial (restaurants, hotel, gas station) and undeveloped land uses to the east of US-101; and commercial (bank, grocery store, gas station, home improvement store), institutional, and undeveloped land uses to the west of US-101. The SPRR is also located to the west. The City of Morgan Hill has designated the US-101/Dunne Avenue interchange as a scenic gateway to the City of Morgan Hill.

Source: City of San Jose General Plan

0 0.125 0.25 0.5 Miles

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Land Use - Site 3

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Figure 2.2.1-2

Background views are to the distant hillsides and ridgelines of the Diablo Range and Santa Cruz Mountains to the east and west of Site 4.

According to the MHGP Land Use Diagram (revised February 8, 2010), land immediately to the north of the proposed Project is designed Commercial (C), Multi-Family Low (MFL), 5-14 dwelling units per acre, Open Space (OS), and Single Family Medium (SFM), 3-5 dwelling units per acre. Land immediately to the east of the proposed Project is designated OS and C. Land immediately to the south of the proposed Project is designated C, Office Industrial (OI), MFL, 5-14 dwelling units per acre, and OS. Land immediately to the west of the proposed Project is designated C, Mixed Use (MU), MFL, 5-14 dwelling units per acre, Industrial (I), and SFM. Figure 2.2.1-3, Land Use Sites 4 and 5, provides a graphical representation of the surrounding land uses.

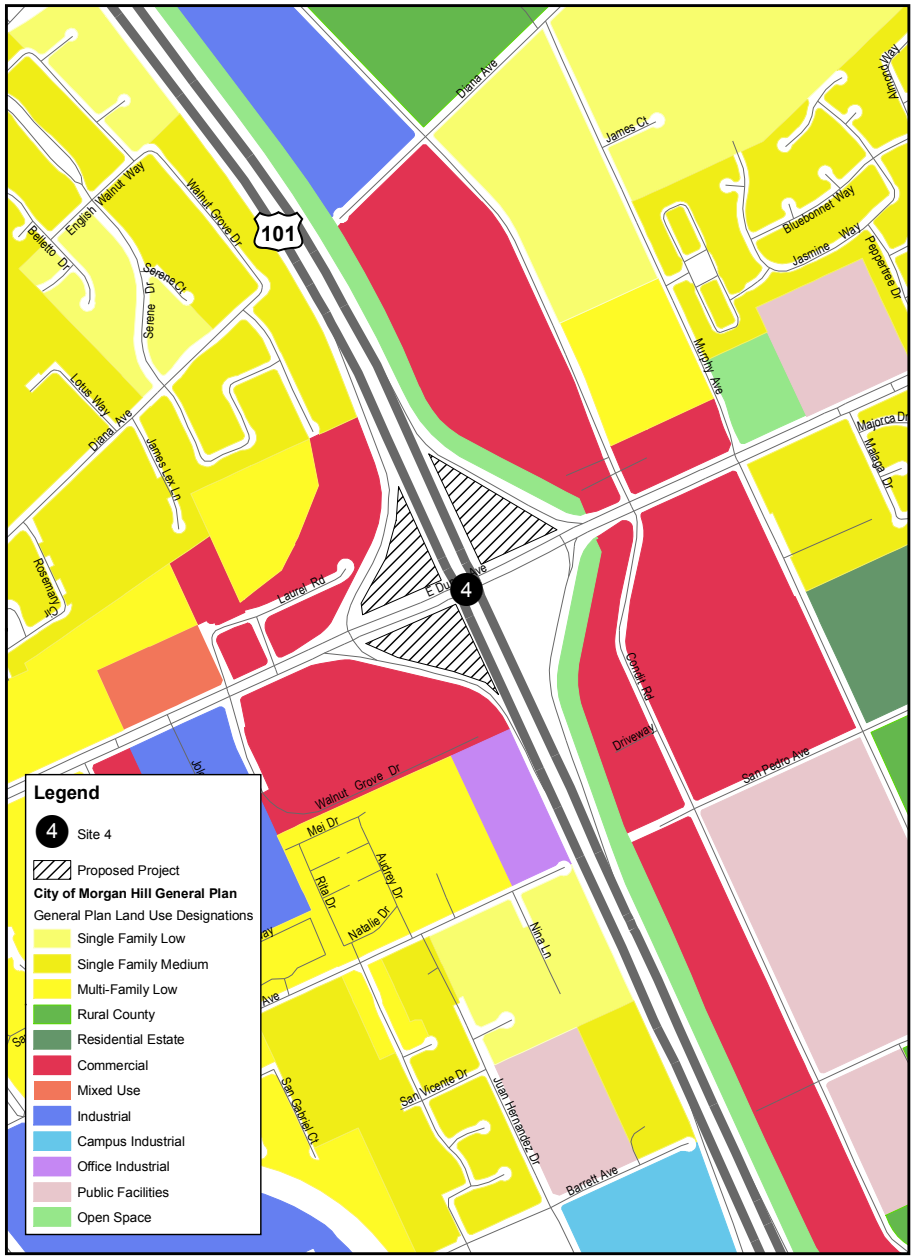
According to the City of Morgan Hill Zoning Ordinance (updated February 2010), land to the northeast is zoned PF - Public Facilities District, PUD(HC) - Planned Unit Development District – Highway Commercial Overlay District, and PUD - Planned Unit Development District. Land to the southeast is zoned GC - General Commercial District, land to the northwest is zoned PUD - Planned Unit Development District, PUD(HC) - Planned Unit Development District – Highway Commercial Overlay District, R2-3 - Medium Density Residential, and HC - Highway Commercial, and land to the southwest is zoned GC – General Commercial.

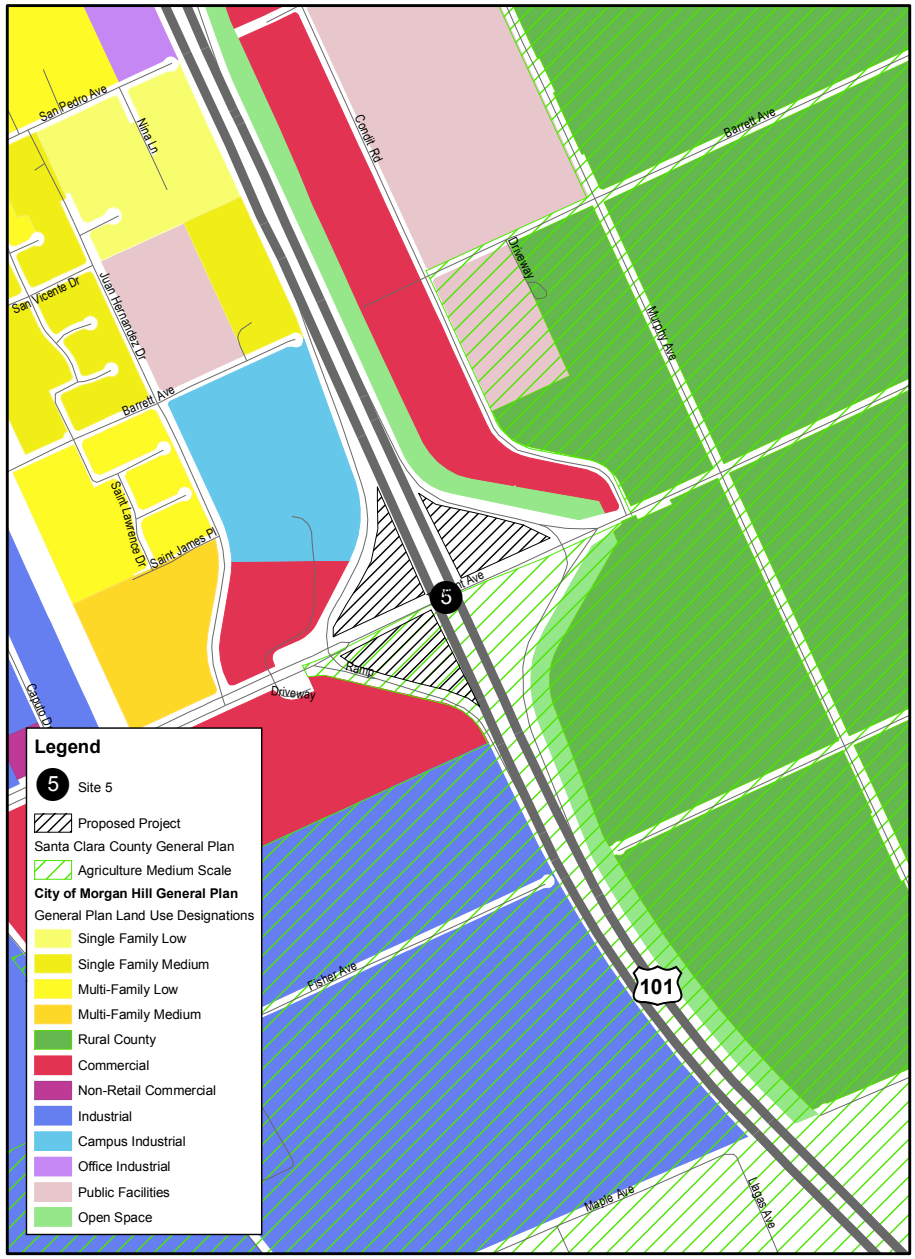
SITE 5

Site 5 is located in the City of Morgan Hill at US-101 PM 15.1. US-101 is a six-lane freeway. Tennant Avenue crosses over US-101 and is currently being widened to a four-lane arterial at this location. The interchange, previously configured as a spread diamond, is currently under construction by the City of Morgan Hill to add a northbound loop on-ramp in the southeast quadrant and widen Tennant Avenue and the overcrossing structure. Site 5 consists of three undeveloped portions of land (totaling approximately 6.3 acres) within the northeast, southwest, and northwest quadrants of the US-101/Tennant Avenue interchange. Topographically, Site 5 is relatively flat, with elevations ranging from approximately 315 to 345 feet above msl.

Land uses surrounding Site 5 consist of the US-101 corridor, and residential, commercial (hotels), institutional (elementary school), and undeveloped land uses to the north; undeveloped land and agricultural uses to the east; and commercial (coffee house, bank restaurant), residential, and undeveloped land uses to the south and west. The SPRR is also located to the west. The City of Morgan Hill has designated the US-101/Tennant Avenue interchange as a scenic gateway to the City of Morgan Hill. Background views are afforded to the distant hillsides and ridgelines of the Diablo Range and Santa Cruz Mountains to the east and west of Site 5.

According to the MHGP Land Use Diagram (revised February 8, 2010), land immediately to the north of the proposed Project is designated Commercial (C), Open Space (OS), Public Facilities (PF), Rural County (RC), Campus Industrial (CI), and Single Family Medium (SFM), 3-5 dwelling units per acre. Land immediately to the east of the proposed Project is designated Rural County (RC), C, and OS. Land immediately to the south is designated OS, RC, Industrial (I), and C. Land immediately to the west of the proposed Project is designated I, C, CI, Multi-Family Medium





Source: City of Morgan Hill General Plan

0 0.1 0.2 0.4 Miles

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Land Use - Sites 4 & 5

03/22/11 JN40-100418 Fig_2.2.1-3_GP_Site4_Site5.mxd LS

Figure 2.2.1-3

(MFM), 14-21 dwelling units per acre, and Multi-Family Low (MFL), 5-14 dwelling units per acre. Figure 2.2.1-3, Land Use Sites 4 and 5, provides a graphical representation of the surrounding land uses.

According to the City of Morgan Hill Zoning Ordinance (updated February 2010), land to the east is zoned PUD – Planned Unit Development and PF – Public Facilities District, land to the northwest is zoned PUD(HC) - Public Facilities District – Highway Commercial Overlay District and Campus Industrial District (MC), and land to the southwest is zoned PUD(HC) - Public Facilities District – Highway Commercial Overlay District.

SITE 6

This site is located in an unincorporated area of Santa Clara County at US-101 PM 12.5. US-101 is a six-lane freeway. East San Martin Avenue is a two-lane roadway which crosses over US-101 at this location. The interchange is a spread diamond configuration. Site 6 consists of four undeveloped portions of land (totaling approximately 6.2 acres) within the northeast, southeast, northwest, and southwest quadrants of the US-101/East San Martin Avenue interchange. Topographically, Site 6 is relatively flat, with elevations ranging from approximately 275 to 295 feet above msl.

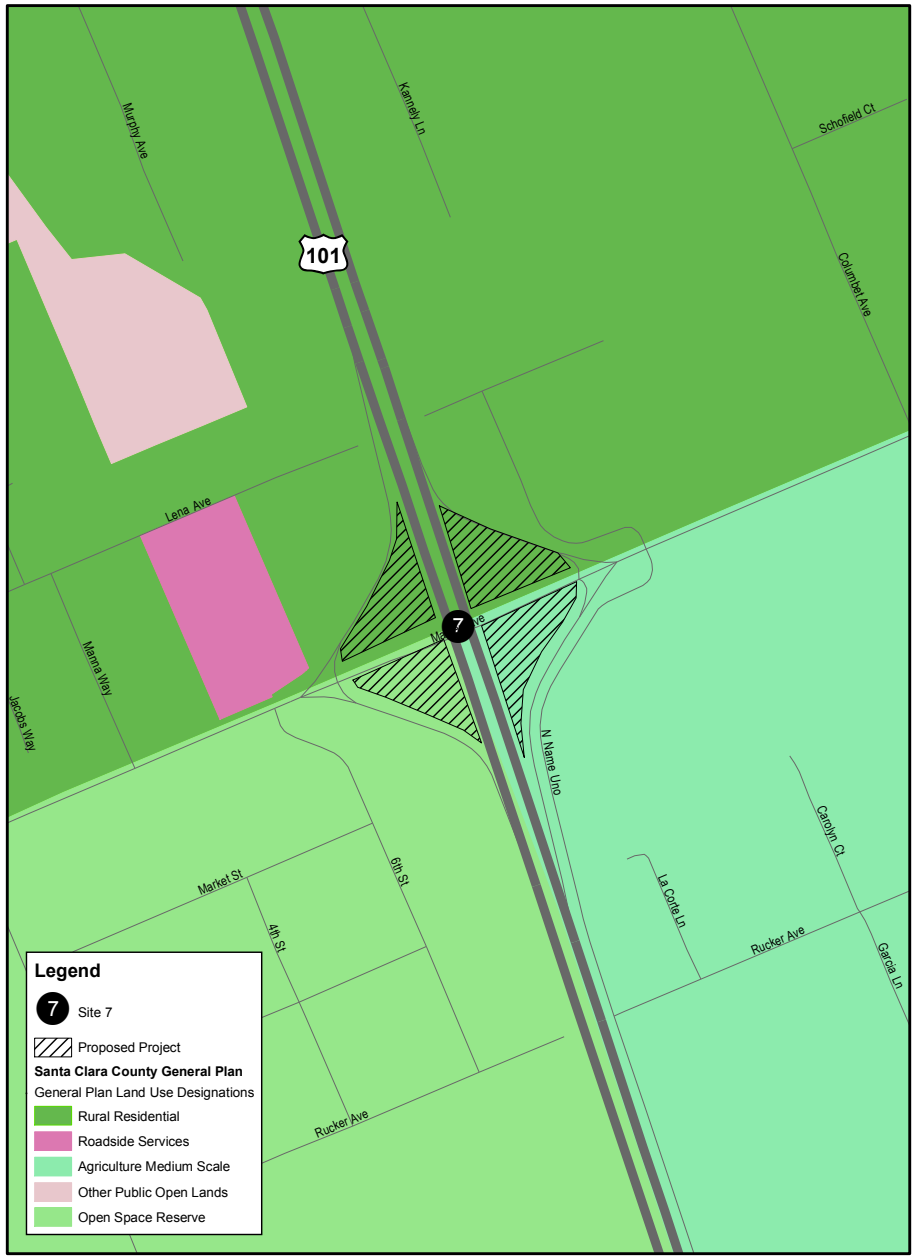
Land uses surrounding Site 6 include the US-101 corridor; commercial/light industrial uses and undeveloped land to the north; industrial, undeveloped land, and the South County Airport to the south (located approximately 0.15 miles south of Site 6); and commercial, undeveloped land, and rural residential uses to the east and west. Llagas Creek and the SPRR are located to the west of Site 6. Background views are to the distant hillsides and ridgelines to the east and west.

According to the SCCGP Land Use Plan (May 2008), land immediately to the north, south, and west of the proposed Project is designated Transportation and Rural Residential. Land immediately to the east and south of the proposed Project is designated Rural Residential. Figure 2.2.1-4, Land Use Sites 6 and 7, provides a graphical representation of the surrounding land uses.

According to the Santa Clara County Zoning Ordinance (updated March 2010), Site 6 is located within the San Martin Specific Plan and is generally zoned A1 - General Use and A - Exclusive Agriculture.

SITE 7

Site 7 is located in an unincorporated area of Santa Clara County at US-101 PM 10.3. This interchange is also identified as the boundary for the City of Gilroy's 20-year planning boundary (Gilroy General Plan 2002); however, it is outside the current City limits and the urban service area boundaries. US-101 is a six-lane freeway. Masten Avenue is a two-lane roadway which crosses over US-101 at this location. The interchange is a spread diamond configuration. Site 7 consists of four undeveloped portions of land (totaling approximately 9.7 acres) within the northeast, southeast, northwest, and southwest quadrants of the US-101/Masten Avenue interchange. Topographically, Site 7 is relatively flat, with elevations ranging from approximately 235 to 260 feet above msl.



Source: Santa Clara County General Plan

0 0.1 0.2 0.4 Miles

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Land Use - Sites 6 & 7

03/22/11 JN40-100418 Fig_2.2.1-4_GP_Site6_Site7.mxd LS

Figure 2.2.1-4

Land uses surrounding Site 7 include the US-101 corridor; rural residential, commercial (restaurant), agricultural, and undeveloped land uses to the north; rural residential, undeveloped land, and the South Santa Clara Fire Department to the south; rural residential and undeveloped land to the east; and agricultural and undeveloped land to the west. Llagas Creek is located to the north and east of Site 7. Background views are to the hillsides and ridgelines of the Diablo Range and Santa Cruz Mountains located to the east and west of the Site 7.

According to the SCCGP Land Use Plan (May 2008), land immediately to the north of the proposed Project is designated Rural Residential. Land immediately to the east of the proposed Project is designated Rural Residential and Agriculture Medium Scale. Land immediately to the south of the proposed Project is designated Agriculture Medium Scale and Open Space Reserve, and land immediately to the west is designated Open Space Reserve, Roadside Services, and Rural Residential. Figure 2.2.1-4, Land Use Sites 6 and 7, provides a graphical representation of the surrounding land uses.

According to the Santa Clara County Zoning Ordinance (updated March 2010), Site 6 is located within the San Martin Specific Plan and is generally zonedA1 - General Use and A - Exclusive Agriculture.

DEVELOPMENTAL TRENDS

Developmental trends in the proposed Project area are based on data from the U.S. Census Bureau and State, County, and City sources. Population, housing, and employment trends for Santa Clara County, the City of San Jose, and the City of Morgan Hill are described below.

POPULATION

The U.S. Census Bureau reports that in 1990, Santa Clara County's population was 1,497,577 people while in 2000 the population was 1,682,585 people, showing a growth rate in the County of approximately 12 percent over a ten year period. The U.S. Census Bureau reports that in 2010, the population for Santa Clara County was 1,781,642 people, which represents a growth rate of approximately six percent between 2000 and 2010. The U.S. Census Bureau reports that in 1990, San Jose's population was 782,248 people while in 2000 the population was 894,943 people, showing a growth rate in the County of approximately 14 percent over a ten year period. The U.S. Census Bureau reports that in 2010 the population for City of San Jose was 945,942 people, which represents a growth rate of approximately five percent between 2000 and 2010. The U.S. Census Bureau reports that in 1990, Morgan Hill's population was 23,928 people while in 2000 the population was 33,556 people, showing a growth rate in the County of approximately 40 percent over a ten year period. The U.S. Census Bureau reports that the 2010 population for Morgan Hill was 37,882 people, which represents a growth rate of approximately 11 percent between 2000 and 2010.

According to the Department of Finance, by the year 2050, the population for Santa Clara County is projected to be 2,624,670 persons.[1] Population projection estimates are not available for the cities of San Jose and Morgan Hill.

HOUSING

The Department of Finance reports that in 2000, Santa Clara County had 579,329 housing units, while in 2009, there were a total number of 626,659 housing units; showing a housing growth rate in the County of approximately eight percent between 2000 and 2009. According to the California Department of Finance, the City of San Jose had 281,937 housing units in 2000, while in 2009, there were a total number of 311,452 housing units; showing a housing growth rate in the City of San Jose of approximately 10 percent between 2000 and 2009. The City of Morgan Hill had 11,100 housing units in 2000, while in 2009, there were a total number of 12,952 housing units; showing a housing growth rate in the City of Morgan Hill of approximately 17 percent between 2000 and 2009 (California Department of Finance, 2010).

According to the California Department of Housing and Community Development, the Santa Clara County/San Jose Metropolitan Statistical Area is projected to have 747,338 housing units in 2020. Individual housing projection estimates are not available for the cities of San Jose and Morgan Hill.

EMPLOYMENT

According to the State of California Employment Development Department (EDD), in 2000, 911,100 people were employed in Santa Clara County and 29,200 were unemployed. The unemployment rate was 3.1 percent. In 2011, 779,500 people were employed in Santa Clara County, and 91,600 were unemployed. The unemployment rate was 10.5 percent. The EDD reports that in 2000, 472,900 people were employed in the City of San Jose and 17,000 were unemployed. The unemployment rate was 3.5 percent. In 2011, 404,600 people were employed in the City, and 53,500 were unemployed. The unemployment rate was 11.7 percent. According to the EDD, in 2000, 17,700 people were employed in the City of Morgan Hill, and 800 people were unemployed. The unemployment rate was 4.1 percent. In 2011, 15,200 people were employed in the City of Morgan Hill, and 2,400 people were unemployed. The unemployment rate was 13.5 percent (California Employment Development Department [EDD], 2011).

According to the EDD, projections of employment estimate the changes in industry and occupational employment over time resulting from industry growth, technological change, and other factors. California produces long-term (10 year) projections of employment every two years for the State and local areas. Statewide short-term (two year) projections are revised annually. Employment projection estimates are not individually available for Santa Clara County or for the cities of San Jose and Morgan Hill; however, the EDD does have 2006 through 2016 occupational employment projections for the San Jose-Sunnyvale-Santa Clara Metropolitan Statistical Area (which includes Santa Clara and San Benito Counties). In 2016, 1,075,600 persons are projected to be employed in Santa Clara and San Benito Counties.

[1] State of California, Department of Finance, *Population Projections for California and Its Counties 2000-2050, by Age, Gender and Race/Ethnicity,* Sacramento, California, July 2007.

2.2.1.2 Consistency with State, Regional, and Local Plans and Programs

DRAFT SANTA CLARA VALLEY HABITAT PLAN

The Draft Santa Clara Valley (SCV) Habitat Conservation Plan /Natural Communities Conservation Plan (HCP/NCCP) pursuant to the Federal Endangered Species Act (FESA) and the Natural Community Conservation Planning Act (NCCP Act). The Draft SCV HCP/NCCP is completely within Santa Clara County and covers nearly 520,000 acres. It is generally bounded by the San Francisco Bay to the north, San Benito County to the south, the Santa Cruz Mountains to the west and the Diablo Range to the east. The cities of Gilroy, Morgan Hill and San Jose, the County of Santa Clara, the Santa Clara Valley Transportation Authority and the Santa Clara Valley Water District, in association with the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG), have developed the Draft SCV HCP/NCCP with the purpose of creating a comprehensive strategy to conserve and protect natural resources while allowing currently planned development and growth (Santa Clara Valley Habitat Plan 2011).

The proposed Project is entirely within the boundaries of the SCV HCP/NCCP. The SCV HCP/NCCP is currently in public review and has not yet been adopted. All public comments on the SCV HCP/NCCP are due to the USFWS and CDFG by April 18, 2011 and certification of the SCV HCP/NCCP is anticipated for mid to late 2011. Once it is completed, the USFWS and CDFG would issue 50-year incidental take permits for 21 covered species. The incidental take authorizations cannot be implemented; however, until the local governments complete the application for incidental take permits and receive approval from State and Federal wildlife agencies. These incidental take permits would allow the cities and County to extend take authorization to project applicants under their jurisdiction (Santa Clara Valley Habitat Plan 2011).

COYOTE VALLEY SPECIFIC PLAN

The Coyote Valley Specific Plan (CVSP) and associated Draft Environmental Impact Report were prepared and circulated to the public in 2007. In March 2008, the Coyote Housing Group terminated the agreement with the City of San Jose to fund the preparation of the CVSP. The CVSP was thus never finalized and is now used as the Coyote Valley Plan. Because of the large body of work developed around the CVSP, the City of San Jose uses the information as a vision for sustainable development in the Coyote Valley area. The vision plan does not meet the statutory requirements of a specific plan.

Site 3 is within the Coyote Valley Plan. However, because the specific plan was never adopted, the SJGP goals and policies continue to be applicable to the proposed Project Site 3.

AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)

Site 6 is located with the boundaries of the South County Airport Land Use Compatibility Plan (ALUCP). Site 6 is within the flight path of the South County Airport; therefore, structures are to be limited to 281 to 431 feet in height. The southwest quadrant of Site 6 is within the Runway Protection Zone, the northwest quadrant of Site 6 is within the Inner Safety Zone, and the eastern quadrants of Site 6 are in the Turning

Safety Zone. Site 7 is within the Airport Influence Area. The proposed Project would comply with all requirements within the ALUCP. The PV solar power systems would be no more than 11 feet in height, well below the height restrictions.

SANTA CLARA COUNTY GENERAL PLAN (SCCGP)

The SCCGP was adopted in 1994 and was updated through 2010, with the Land Use Element begin updated in 2008 and the Housing Element being updated in 2009. The SCCGP contains goals and policies regarding Land Use, Circulation, Housing, Resource Conservation, Parks and Recreation, Health and Safety. Table 2.2.1-1, CONSISTENCY ANALYSIS WITH THE SANTA CLARA COUNTY GENERAL PLAN GOALS AND POLICIES FOR SITES 6 AND 7, provides the proposed Project's consistency with the applicable goals and policies for the sites under the SCCGP.

SOUTH COUNTY JOINT AREA PLAN (SCJAP)

The SCJAP adopted in 1994 with the SCCGP and contains goals and policies regarding Land Use, Circulation, Housing, Open Space and Recreation, Noise, Safety, Public Services and Facilities and Potential Intergovernmental Coordination and Agreements. The SCJAP is part of the SCCGP and has been jointly developed and adopted by Santa Clara County and the Cities of Morgan Hill and Gilroy. In addition, it includes some goals and policies for Coyote Valley because it is within the Morgan Hill Unified School District and has an impact on the South County Area. These policies apply to both incorporated and unincorporated areas. In rural unincorporated areas, they supplement and, when they are more restrictive, supercede other policies of the SCCGP. Therefore the SCJAP applies to Sites 3 through 7. Table 2.2.1-2, CONSISTENCY ANALYSIS WITH THE SOUTH COUNTY JOINT AREA PLAN GOALS AND POLICIES FOR SITES 3 THROUGH 7, provides the proposed Project's consistency with the applicable goals and policies for the sites under the SCJAP.

CITY OF SAN JOSE GENERAL PLAN (SJGP)

The SJGP was adopted in 1994 and amended in 2010. The SJGP is currently being updated, but is not yet adopted. The SJGP contains goals and policies regarding Land Use; Housing; Services and Facilities; Aesthetic, Cultural and Recreation Resources; Natural Resources; and Hazards. Table 2.2.1-3, CONSISTENCY ANALYSIS WITH THE SAN JOSE GENERAL PLAN GOALS AND POLICIES FOR SITES 1 THROUGH 3, provides the proposed Project's consistency with the applicable goals and policies for the sites under the SJGP.

CITY OF MORGAN HILL GENERAL PLAN (MHGP)

The MHGP was adopted in 2001 and contains goals and policies regarding Land Use, Housing, Circulation, Open Space, Public Health and Safety, and Regional Coordination. Table 2.2.1-4, CONSISTENCY ANALYSIS WITH THE MORGAN HILL GENERAL PLAN GOALS AND POLICIES FOR SITES 4 AND 5, provides the proposed Project's consistency with the applicable goals and policies for the sites under the MHGP.

Table 2.2.1-1. Consistency Analysis with the Santa Clara County General Plan Goals and Policies for Sites 6 and 7

Goals and Policies	Consistency with State
SCCGP Goals for Social and Economic Well Being	
Goal 7.1: Human life and property protected from the dangers of natural hazards, such as flood, seismic, geologic, and fire hazards.	**Consistent.** The proposed Project would involve regular maintenance, including weed abatement measures. Refer to Sections 2.3.1, HYDROLOGY AND FLOODPLAIN, and 2.3.3, GEOLOGY/SOILS/SEISMIC/TOPOGRAPHY, for further detail.
Goal 7.2: Human life and property protected from exposure to man-made hazards, such as unhealthy noise levels, hazardous wastes and materials, aviation accidents, and unsafe structures.	**Consistent.** The proposed Project would be built to California Building Code (CBC) standards. Refer to Sections 2.3.4, AIR QUALITY, 2.3.5, HAZARDOUS WASTE/MATERIALS, and 2.3.7, NOISE.
Goal 5.1: Protection and preservation of heritage resources both natural (e.g. heritage trees; and paleontological resources) and cultural (e.g. historic sites and structures, and archeological sites). Cultural heritage resources reflecting the contributions to society of all cultures acknowledged, preserved and commemorated.	**Consistent.** The proposed Project would have a less than significant impact on natural and cultural resources. Mitigation measures have been provided for these resources. Refer to Section 2.2.6, CULTURAL RESOURCES, and 2.4, BIOLOGICAL ENVIRONMENT, for further detail.
Goal 8.1: Sufficient energy supplies available at a reasonable price to meet basic needs. Land use patterns, transportation systems, building design, and building construction which minimize energy consumption. Maximum application of renewable energy resources.	**Consistent.** The proposed Project would construct PV solar power systems within State right-of-way (ROW) at seven sites along United States Route (US) 101. This will increase the use and application of renewable energy resources.
SCCGP Growth and Development	
Policy C-GD 4: Development activity should minimize degradation of the natural environment and avoid diminishment of heritage resources.	**Consistent.** Refer to the response for Goal 5.1.
Policy C-GD 30: Cities should make maximum use of vacant or underutilized lands within the existing urban area for application of compact and mixed use development principles. Wherever possible, expansion of the urbanized area should also incorporate such principles.	**Consistent.** The proposed Project would construct PV solar power systems within operating ROW at seven sites along US-101. This would increase use and application of renewable energy resources, provide regular maintenance at otherwise minimally maintained interchanges and underutilized areas.
Policy C-GD 36: Ensure adequate citizen involvement in proposals for alternative urban land use patterns.	**Consistent.** This IS/Proposed MND serves to comply with this policy. Chapter 2 of this IS/MND evaluates impacts to 20 different environmental resources. As discussed in these sections, avoidance, minimization, and/or mitigation measures have been

Table 2.2.1-1 (Continued). Consistency Analysis with the Santa Clara County General Plan Goals and Policies for Sites 6 and 7

Goals and Policies	Consistency with State
	provided to minimize potential significant effects from project-related activities.
Policy C-GD 41: Cities should take maximum advantage of the development potential of their vacant land supply and underutilized industrial/commercial lands to achieve more balanced growth and development.	**Consistent.** Refer to the response for Policy C-GD 30.
SCCGP Transportation	
Policy C-TR 12: It is the goal of this plan to achieve a level-of-service (LOS) no lower than D at peak travel periods on city streets, county roads, expressways and state highways. However, in certain instances, a lower level of service may be acceptable when LOS D can not practically be achieved.	**Consistent.** The proposed Project would not increase the use of the roadways during operation. During construction, avoidance, minimization, and/or mitigation measures are required to maintain acceptable level of service (LOS). Refer to Section 2.2.4, TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES, for further details.
SCCGP Parks and Recreation	
Policy C-PR 37: The natural scenery along many of Santa Clara County's highways should be protected from land uses and other activities which would diminish its aesthetic beauty.	**Consistent.** Refer to the response for Goal 5.1. The proposed Project would not hinder the preservation of scenic resources with the County. Implementation of avoidance, minimization, and/or mitigation measures would reduce visual impacts. Further, the local agencies support the proposed Project as discussed in Appendix E, Letters of Support, and the County feels it would be a landmark as an entrance into the Silicon Valley. Refer to Section 2.2.5, VISUAL/AESTHETICS, and Visual Impact Assessment (VIA) for further details.

Table 2.2.1-1 (Continued). Consistency Analysis with the Santa Clara County General Plan Goals and Policies for Sites 6 and 7

Goals and Policies	Consistency with State
SCCGP Resource Conservation	
Policy C-RC 19: The strategies for maintaining and improving water quality on a countywide basis, in addition to ongoing point source regulation, should include: a. effective non-point source pollution control; b. restoration of wetlands, riparian areas, and other habitats which serve to improve Bay water quality; and c. comprehensive Watershed Management Plans and "best management practices" (BMPs).	**Consistent.** The proposed Project is located within operating ROW along US-101. The proposed Project would fully conform to the State's National Pollutant Discharge Elimination System (NPDES) Storm Water Permit and NPDES General Permit. The proposed Project would maintain a Storm Water Pollution Prevention Plan (SWPPP) and carry out appropriate best management practices (BMPs). Refer to Section 2.3.2, WATER QUALITY, for further detail.
Policy C-RC 20: Adequate safeguards for water resources and habitats should be developed and enforced to avoid or minimize water pollution of various kinds, including: a. erosion and sedimentation; b. organic matter and wastes; c. pesticides and herbicides; d. effluent from inadequately functioning septic systems; e. effluent from municipal wastewater treatment plants; f. chemicals used in industrial and commercial activities and processes; g. industrial wastewater discharges; h. hazardous wastes; and i. non-point source pollution.	**Consistent.** Refer to the response for Policy C-RC 19.
Policy C-RC 22: Countywide, compliance should be achieved with the requirements of the National Pollution Discharge Elimination System (NPDES) permit for discharges into S.F. Bay, and to that end, the Countywide Nonpoint Source Pollution Control Program should receive the full support and participation of each member jurisdiction.	**Consistent.** Refer to the response for Policy C-RC 19.
Policy C-RC 31: Areas of habitat richest in biodiversity and necessary for preserving threatened or endangered species should be formally designated to receive greatest priority for	**Consistent.** Site 3 of the proposed Project is located in an area with the potential for serpentine soils. However, the proposed Project is located within the existing ROW, within the interchange

Table 2.2.1-1 (Continued). Consistency Analysis with the Santa Clara County General Plan Goals and Policies for Sites 6 and 7

Goals and Policies	Consistency with State
preservation, including baylands and riparian areas, serpentine areas, and other habitat types of major significance.	areas. Site 3 currently has maintenance stockpile areas and therefore, is already highly disturbed. Avoidance, minimization, and/or mitigation measures are provided for the proposed Project. Refer to Section 2.4, BIOLOGICAL ENVIRONMENT, for further detail.
Policy C-RC 49: Cultural heritage resources within Santa Clara County should be preserved, restored wherever possible, and commemorated as appropriate for their scientific, cultural, historic and place values.	**Consistent.** Avoidance, minimization, and/or mitigation measures are provided in the event that unknown resources are encountered. Refer to Section 2.2.6, CULTURAL RESOURCES, for further detail.
Policy C-RC 50: Countywide, the general approach to heritage resource protection should include the following strategies: 1. Inventory and evaluate heritage resources. 2. Prevent or minimize adverse impacts on heritage resources. 3. Restore, enhance, and commemorate resources as appropriate.	**Consistent.** Refer to the response for Policy C-RC 49.
Policy C-RC 52: Prevention of unnecessary losses to heritage resources should be ensured as much as possible through adequate ordinances, regulations, and standard review procedures. Mitigation efforts, such as relocation of the resource, should be employed where feasible when projects will have significant adverse impact upon heritage resources.	**Consistent.** Refer to the response for Policy C-RC 49.
Policy C-RC 57: The scenic and aesthetic qualities of both the natural and built environments should be preserved and enhanced for their importance to the overall quality of life for Santa Clara County.	**Consistent.** Refer to the response for Policy C-PR 37.
Policy C-RC 58: The general approach to scenic resource preservation on a countywide basis should include the following strategies: a. conserving scenic natural resources through long range, inter-jurisdictional growth management and open space planning;	**Consistent.** Refer to the response for Policy C-PR 37. The proposed Project would not be developed on any scenic resources within the County and would not disturb parks, open space, civic places, or major common areas. Refer to Section 2.2.5, VISUAL/AESTHETIC, for further detail.

Table 2.2.1-1 (Continued). Consistency Analysis with the Santa Clara County General Plan Goals and Policies for Sites 6 and 7

Goals and Policies	Consistency with State
b. minimize development impacts on highly significant scenic resources; and c. maintaining and enhancing scenic urban settings, such as parks and open space, civic places, and major public commons areas.	
Policy C-RC 60: Hillsides, ridgelines, scenic transportation corridors, major county entryways, and other areas designated as being of special scenic significance should receive additional consideration and protections due to their prominence, visibility, or symbolic value.	**Consistent.** Refer to the response for Policy C-PR 37. This IS/MND serves to evaluate the impacts and avoidance, minimization, and/or mitigation measures are provided. Refer to Section 2.2.5, VISUAL/AESTHETIC, for further detail.
Policy C-RC 61: Public and private development and infrastructure located in areas of special scenic significance should not create major, lasting adverse visual impacts.	**Consistent.** Refer to the response for Policy C-PR 37. The proposed Project would not be developed on any scenic resources within the County. Distant hillsides and mountains are visible from US-101 into the vicinity of Sites 6 and 7; however these views would not be obstructed by the proposed Project. Refer to Section 2.2.5, VISUAL/AESTHETIC, for further detail.
Policy C-RC 82: Alternatives to non-renewable energy sources should be encouraged and implemented in the design of new buildings and incorporated in the redesign and reconstruction of older buildings.	**Consistent.** Refer to the responses for Goal 5.1 and Policy C-GD 30.
SCCGP Health and Safety	
Policy C-HS 14: All feasible measures to safely and effectively manage hazardous materials and site hazardous materials treatment facilities should be used, including complying with all federal and state mandates.	**Consistent.** The proposed Project would also comply with all federal and state mandates regarding management of hazardous materials. There is no evidence of recognized environmental conditions (RECs) in connection with Sites 6 and 7. There is the potential for lead in the soil due to the proximity to US-101. Refer to Section 2.3.5, HAZARDOUS WASTE/MATERIALS.

Table 2.2.1-1 (Continued). Consistency Analysis with the Santa Clara County General Plan Goals and Policies for Sites 6 and 7

Goals and Policies	Consistency with State
Policy C-HS 19: The County and cities should comply with federal and state hazardous materials regulations and planning activities, including, the Countywide Hazardous Waste Management Plan, the Hazardous Materials Area Plan, and the Operations Section of the County Emergency Plan regarding a hazardous materials incident.	**Consistent.** Refer to the response for Policy C-HS 14.
Policy C-HS 24: Environments for all residents of Santa Clara County free from noises that jeopardize their health and well-being should be provided through measures which promote noise and land use compatibility.	**Consistent.** Avoidance, minimization, and/or mitigation measures would be implemented during construction. Operation of the proposed Project would have noise levels below any thresholds. Refer to Section 2.3.7, NOISE, for further detail.
Policy C-HS 25: Noise impacts from public and private projects should be mitigated.	**Consistent.** Refer to the response for Policy C-HS 24.
Policy C-HS 26: New development in areas of noise impact (areas subject to sound levels of 55 DNL or greater) should be approved, denied, or conditioned so as to achieve a satisfactory noise level for those who would use or occupy the facility (as defined in "Noise Compatibility Standards for Land Use" and "Maximum Interior Noise Levels For Intermittent Noise").	**Consistent.** Refer to the response for Policy C-HS 24.
Policy C-HS 27: Land uses approved by the County and the cities shall be consistent with the adopted policies of the Santa Clara County Airport Land Use Commission Plan.	**Consistent.** Site 6 complies with structure regulations regarding the ALUCP.
Policy C-HS 33: Development in areas of natural hazards should be designed, located, and otherwise regulated to reduce associated risks, by regulating the type, density, and placement of development where it will not: a. be directly jeopardized by hazards; b. increase hazard potential; and c. increase risks to neighboring properties.	**Consistent.** Sites 6 and 7 are located within operating ROW. These sites will not increase hazard potentials or increase risks to neighboring properties. Refer to Sections 2.3.3, GEOLOGY/ SOILS/SEISMIC/TOPOGRAPHY, 2.3.5, HAZARDOUS WASTE/ MATERIALS, and 2.3.6, AIR QUALITY.
Policy C-HS 36: General strategies for airport safety in Santa Clara County include the following:	**Consistent.** Site 6 would not contain habitable buildings. All structures would be within the ALUCP regulations and would not result in substantial glare impacts. Refer to Section 2.2.5,

Table 2.2.1-1 (Continued). Consistency Analysis with the Santa Clara County General Plan Goals and Policies for Sites 6 and 7

a. Limit population densities and land uses within designated safety zones. b. Regulate structures and objects which could be hazardous or distracting to air navigation.	VISUAL/AESTHETIC, for further detail on visual impacts.
Policy C-HS 37: Land use plans and development proposals within the "influence boundaries" of affected jurisdictions should be consistent with ALUC land use plans for airport safety.	**Consistent.** Refer to the response to Policy C-HS 36.
Policy C-HS 39: Land uses, structures, and objects which could distract, confuse, or otherwise contribute to pilot error should not be allowed within the vicinity of airport operations.	**Consistent.** Refer to the response to Policy C-HS 36.
SCCGP Rural Unincorporated Area - Growth & Development	
Policy R-GD 20: Grading and terrain alteration to conduct lawful activities and use of property should conserve the natural landscape and resources, minimize erosion impacts, protect scenic resources, habitat, and water resources. Grading should not exacerbate existing natural hazards, particularly geologic hazards.	**Consistent.** Grading would occur on Sites 6 and 7. Avoidance, minimization, and/or mitigation measures are proposed to minimize erosion and water resource impacts. Also refer to response for Policy C-PR 37. Refer to Sections 2.2.5, VISUAL/AESTHETIC, 2.3.1, HYDROLOGY AND FLOODPLAIN, and 2.3.2, WATER QUALITY AND STORM WATER RUNOFF.
SCCGP Rural Unincorporated Area - Transportation	
Policy R-TR 3: Future width line right-of-ways should be reserved to allow future roadway expansions based on planned long term development.	**Consistent.** The proposed Project has been designed to take into account any future road improvement projects at Sites 6 and 7, during the life of the solar panel airspace development lease. The project proponent has discussed the project sites with the local jurisdictions and has determined the appropriate setbacks.
SCCGP Rural Unincorporated Area – Parks and Recreation	
Policy R-PR 39: The natural scenery which exists along many of Santa Clara County's highways should be protected from land uses and other activities which would diminish its aesthetic qualities.	**Consistent.** Refer to the response for Policy C-PR 37.
Policy R-PR 45: New structures should be located where they will not have a negative impact on the scenic quality of the area, and in rural areas they should generally be set back at least 100 feet from scenic roads and highways to minimize their visual impact.	**Consistent.** Refer to the response for Policy C-PR 37.

Table 2.2.1-1 (Continued). Consistency Analysis with the Santa Clara County General Plan Goals and Policies for Sites 6 and 7

Goals and Policies	Consistency with State
Policy R-PR 47: Activities along scenic highways that are of a substantially unsightly nature, such as equipment storage or maintenance, fuel tanks, refuse storage or processing and service yards, should be screened from view.	**Consistent.** Refer to the response for Policy C-PR 37.
SCCGP Rural Unincorporated Area - Resource Conservation	
Policy R-RC 5: Public and private development projects shall be evaluated and conditioned to assure they are environmentally sound, do not degrade natural resources, and that ll reasonable steps are taken to mitigate potentially adverse impacts.	**Consistent.** This IS/MND serves to comply with this policy. Chapter 2 of this IS/MND evaluates impacts to 20 different environmental resources. As discussed in these sections, avoidance, minimization, and/or mitigation measures have been provided to minimize potential significant effects from project-related activities.
Policy R-RC 10: For lands designated as Resource Conservation Areas (Hillsides, Ranchlands, Agriculture, and Baylands) and for Rural Residential areas, water resources shall be protected by encouraging land uses compatible and consistent with maintenance of surface and ground water quality. 1. Uses that pose a significant potential hazard to water quality should not be allowed unless the potential impacts can be adequately mitigated. 2. The amounts of impervious surfaces in the immediate vicinity of water courses or reservoirs should be minimized.	**Consistent.** The proposed Project is located within operating ROW at seven sites along US-101. The proposed Project would fully conform to the State's NPDES Storm Water Permit and NPDES General Permit. In addition, the proposed Project would maintain a SWPPP and carry out applicable BMPs. Refer to Section 2.3.2, WATER QUALITY AND STORM WATER RUNOFF, for further detail.
Policy R-RC 13: Sedimentation and erosion shall be minimized through controls over development, including grading, quarrying, vegetation removal, road and bridge construction, and other uses which pose such a threat to water quality.	**Consistent.** Refer to the response for Policy R-RC 10.
Policy R-RC 15: Commercial and industrial uses such automobile dismantlers, waste transfer disposal facilities, light industries, uses requiring septic systems, and other uses that have the greatest potential for pollution shall not be located within the vicinity of streams, reservoirs, or percolation facilities where	**Consistent.** The proposed Project would construct PV solar power systems at seven sites along US-101 within operating ROW. Often, renewable energy projects are considered an industrial land use. The proposed Project would conform to the State's NPDES Storm Water Permit and NPDES General Permit

Table 2.2.1-1 (Continued). Consistency Analysis with the Santa Clara County General Plan Goals and Policies for Sites 6 and 7

Goals and Policies	Consistency with State
contaminants could easily come in contact with flood waters, high groundwater, flowing streams, or reservoirs. Such uses shall be required to reduce any threat of contamination to an insignificant level as a condition of approval.	and would maintain a SWPPP. In addition, avoidance, minimization, and/or mitigation measures are provided to reduce impacts. Refer to Sections 2.3.1, HYDROLOGY AND FLOODPLAIN, and 2.3.2, WATER QUALITY AND STORM WATER RUNOFF, for further detail.
Policy R-RC 24: Areas of habitat richest in diversity, of particularly fragile ecological nature, or necessary for preserving threatened or endangered species should receive special consideration for preservation as open space and protection from development impacts. Examples include baylands and riparian areas, serpentine geology, and other critical habitat areas identified by local legislative bodies.	**Consistent.** Refer to the response for Policy C-RC 31.
Policy R-RC 38: Within the aforementioned buffer areas, the following restrictions and requirements shall apply to public projects, residential subdivisions, and other private non-residential development: a. No building, structure or parking lots are allowed, exceptions being those minor structures required as part of flood control projects. b. No despoiling or polluting actions shall be allowed, including grubbing, clearing, unrestricted grazing, tree cutting, grading, or debris or organic waste disposal, except for actions such as those necessary for fire suppression, maintenance of flood control channels, or removal of dead or diseased vegetation, so long as it will not adversely impact habitat value. c. Endangered plant and animal species shall be protected within the area.	**Consistent.** The proposed Project provides avoidance, minimization, and/or mitigation measures to reduce biological impacts. Refer to Section 2.4, BIOLOGICAL ENVIRONMENT, for further detail.
Policy R-RC 81: Heritage resources within the rural unincorporated areas of Santa Clara County shall be preserved, restored wherever possible, and commemorated as appropriate for their scientific, cultural, historic and place values.	**Consistent.** Refer to the response for Policy C-RC 49.

Table 2.2.1-1 (Continued). Consistency Analysis with the Santa Clara County General Plan Goals and Policies for Sites 6 and 7

Goals and Policies	Consistency with State
Policy R-RC 82: The following strategies should provide overall direction to efforts to preserve heritage resources: 1. Inventory and evaluate heritage resources. 2. Prevent, or minimize, adverse impacts on heritage resources. 3. Restore, enhance, and commemorate resources as appropriate.	**Consistent.** Refer to the response for Policy C-RC 49.
Policy R-RC 85: No heritage resource shall knowingly be allowed to be destroyed or lost through a discretionary action (zoning, subdivision site approval, grading permit, building permit, etc.) of the County of Santa Clara unless: a. the site or resource has been reviewed by experts and the County Historic Heritage Commission and has been found to be of insignificant value; or b. there is an overriding public benefit from the project and compensating mitigation to offset the loss is made part of the project.	**Consistent.** Refer to the response for Policy C-RC 49.
Policy R-RC 86: Projects in areas found to have heritage resources shall be conditioned and designed to avoid loss or degradation of the resources. Where conflict with the resource is unavoidable, mitigation measures that offset the impact may be imposed.	**Consistent.** Refer to the response for Policy C-RC 49.
Policy R-RC 88: For projects receiving environmental assessment, expert opinions and field reconnaissance may be required if needed at the applicant's expense to determine the presence, extent, and condition of suspected heritage resources and the likely impact of the project upon the resources.	**Consistent.** Refer to the response to Policy C-RC 49. A Historic Property Survey Report (HPSR) and Archaeological Survey Report (ASR) were prepared for this proposed Project. Avoidance, minimization, and/or mitigation measures are provided. Refer to Section 2.2.6, CULTURAL RESOURCES, for further detail.

Table 2.2.1-1 (Continued). Consistency Analysis with the Santa Clara County General Plan Goals and Policies for Sites 6 and 7

Goals and Policies	Consistency with State
Policy R-RC 95: The scenic and aesthetic qualities of both the natural and built environments should be preserved and enhanced for their importance to the overall quality of life for Santa Clara County.	**Consistent.** Refer to the responses for Policies C-PR 37.
Policy R-RC 96: The general approach to scenic resource preservation for the rural unincorporated areas consists of the following strategies: 1. Minimize scenic impacts in rural areas through control of allowable development densities. 2. Limit development impacts on highly significant scenic resources, such as, ridgelines, prominent hillsides, streams, transportation corridors and county entranceways.	**Consistent.** Refer to the responses for Policies C-PR 37.
Policy R-RC 97: Scenic qualities of the rural areas of Santa Clara County shall be maintained and enhanced through existing land use and development policies. Development compatible with scenic resource conservation should be encouraged.	**Consistent.** Refer to the responses for Policies C-PR 37.
Policy R-RC 98: Hillsides, ridgelines, scenic transportation corridors, major county entryways, stream environments, and other areas designated as being of special scenic significance should receive utmost consideration and protection due to their prominence, visibility, and overall contribution to the quality of life in Santa Clara County.	**Consistent.** Refer to the response for Policy C-PR 37.
SCCGP Rural Unincorporated Area - Health and Safety	
Policy R-HS 1: Significant noise impacts from either public or private projects should be mitigated.	**Consistent.** Refer to the response for Policy C-HS 25.
Policy R-HS 4: Land uses approved by the County and the cities shall be consistent with the adopted policies of the Santa Clara County Airport Land Use Commission Plan.	**Consistent.** Refer to the response for Policy C-HS 27.
Policy R-HS 28: Development projects shall be reviewed by the County Fire Marshall's Office for safety code compliance and	**Consistent.** This IS/ MND serves to comply with this policy. Chapter 2 of this IS/MND evaluates impacts to 20 different

Table 2.2.1-1 (Continued). Consistency Analysis with the Santa Clara County General Plan Goals and Policies for Sites 6 and 7

should also be referred if necessary to the appropriate fire protection authority or district for further review and recommendations.	environmental resources. As discussed in these sections, avoidance, minimization, and/or mitigation measures have been provided to minimize potential significant effects from project-related activities.
Policy R-HS 29: Land uses in federally-designated flood plains shall be restricted through development regulations, and regulation of development in flood plains shall require structures for human occupancy to minimize the risks associated with flood hazards.	**Consistent.** Site 7 is not located within a designated flood plain. One acre of Site 6 is located within Flood Zone AE; however, the proposed Project structures would be outside the flood zone. Refer to Section 2.3.1, HYDROLOGY AND FLOODPLAIN, for further detail.
Policy R-HS 36: General strategies for airport safety in Santa Clara County include the following: a. Limit population densities and land uses within designated safety zones. b. Regulate structures and objects which could be hazardous or distracting to air navigation.	**Consistent.** Refer to the response for Policy C-HS 36.
Policy R-HS 37: Land use designations and development proposals within the ALUC "influence boundaries" for the rural unincorporated areas of Santa Clara County shall be consistent with ALUC land use plans for airport safety.	**Consistent.** Refer to the response for Policy C-HS 36.
Policy R-HS 39: Land uses, structures, and objects which could distract, confuse, or otherwise contribute to pilot error shall not be allowed within the vicinity of airport operations.	**Consistent.** Refer to the response for Policy C-HS 36.
SCCGP Rural Unincorporated Area – Land Use Policies	
Policy R-LU 47: No commercial, industrial, or institutional uses shall be allowed.	**Consistent.** The proposed Project is adjacent to Open Space at four sites; however, the proposed Project is viewed as providing a "gateway" to the Silicon Valley. This IS/MND serves to evaluate the impacts and provides avoidance, minimization, and/or mitigation measures.

Table 2.2.1-1 (Continued). Consistency Analysis with the Santa Clara County General Plan Goals and Policies for Sites 6 and 7

Goals and Policies	Consistency with State
Policy R-LU 123: New or significantly expanded industrial uses may be allowed only if they can be adequately drained by a storm drainage system. On-site surface coverage should be limited to a small percentage of the total lot area in order to not create significant volumes of runoff waters.	**Consistent.** Sites 6 and 7 would increase impervious surfaces by 0.2 acres. During construction an NPDES and SWPPP permits would be required. In addition, standard BMPs would also be required. Refer to Sections 2.3.1, HYDROLOGY AND FLOODPLAIN, and 2.3.2, WATER QUALITY AND STORM WATER RUNOFF, for further detail.
Policy R-LU 128: All development in freeway interchange areas shall rigorously comply with the San Martin Non-Residential Development and Design Guidelines, and shall be designed to enhance the scenic quality of Highway 101.	**Consistent.** Refer to the response for Policies C-PR 37.
Policy R-LU 145: In the areas of Federal Floodways and Soils of High Permeability activities permitted should be limited to those specific uses which: a. do not provide the potential for contamination of surface runoffs; b. will not require additional septic systems; and c. will not add potential for generating significant volumes of organic liquid wastes or nitrates to the ground water aquifers.	**Consistent.** One acres of Site 6 is located within the FEMA Flood Zone AE; however, no structures from the proposed Project would be within the flood plain. Refer to the response to Policy R-LU 123 regarding measures to be taken for hydrology and water quality. Refer to Sections 2.3.1, HYDROLOGY AND FLOODPLAIN, and 2.3.2, WATER QUALITY AND STORM WATER RUNOFF, for further detail.
Policy R-LU 147: In the area designated a Special Flood Hazard in the National Flood Insurance Program, any development shall comply with special regulations regarding the construction and improvement of structures, mobile homes, water and sewer systems adopted by the County Board of Supervisors in order to minimize flood damage and potential contamination of surface waters	**Consistent.** Refer to the response for Policy R-LU 145.
Policy R-LU 178: Avoid premature road or infrastructure extensions that might conflict with optimal street configurations and development patterns within the UGB.	**Consistent.** Refer to the response for Policy R-TR 3. The proposed Project has been designed to accommodate any roadway improvements.

Table 2.2.1-1 (Continued). Consistency Analysis with the Santa Clara County General Plan Goals and Policies for Sites 6 and 7

Goals and Policies	Consistency with State
SCCGP Urban Unincorporated Area – General Land Use Management	
U-LM 8 County zoning, land development, and building regulations should be designed and administered to: a. preserve and enhance the quality of existing urban unincorporated areas; and b. maintain community identity, through heritage resource preservation, conservation of historic structures and places, and other similar measures.	**Consistent.** The proposed Project would adhere to the CBC and Uniform Building Code (UBC) building codes. Letters of support for the proposed Project are provided in Appendix E. The proposed Project would provide a "gateway": to the Silicon Valley as discussed in response to Policy C-PR 37.

Table 2.2.1-2. Consistency Analysis with the South County Joint Area Plan Goals and Policies for Sites 3 Through 7

Goals and Policies	Consistency with State
Policy SC 8.0: Water quality should be protected from contamination, and should be monitored to assure that present policies and regulations are adequate. Such uses as waste facilities, septic systems and industries using toxic chemicals should be prohibited where polluting substances may come in contact with groundwater, floodwaters, and creeks or reservoir waters.	**Consistent.** The Sites 3 through 7 are located within operating ROW. The proposed Project would fully conform to the State's NPDES Storm Water Permit and NPDES General Permit. In addition, the proposed Project would maintain a SWPPP and carry out applicable BMPs. Avoidance, minimization, and/or mitigation measures are provided to reduce impacts. Refer to Sections 2.3.1, HYDROLOGY AND FLOODPLAIN, and 2.3.2, WATER QUALITY AND STORM WATER RUNOFF, for further details.
Policy SC 9.7: Vehicles and other equipment that may threaten the quality of water from leaking fuel tanks or oil spills should be removed from the site and/ or repaired.	**Consistent.** Refer to the response for Policy SC 8.0.
Policy SC 11.2: The transportation system should be compatible with existing and proposed land uses and should promote environmental objectives, such as safe and uncongested neighborhoods, energy conservation, reduction of air and noise pollution, and the integrity of scenic and/or hillside areas.	**Consistent.** The proposed Project has been designed to take into account any future road improvement projects at Sites 3 through 7 during the life of the airspace development lease. The project proponent has discussed Sites 3 through 7 with the local jurisdictions and has determined the appropriate setbacks. The proposed Project would have a less than significant impact on natural and cultural resources. Avoidance, minimization, and/or mitigation measures have been provided for these resources. The local agencies support the proposed Project as it would provide a "gateway" to the Silicon Valley as discussed in Appendix E, Letters of Support. Refer to Section 2.2.5, VISUAL/AESTHETICS, for further detail.
Policy SC 11.5: Planning for land use and transportation development should be integrated. The timing, amount, and location of urban development should be consistent with the development of the transportation system capacity, and land uses should be designed to promote use of appropriate transportation modes.	**Consistent.** Refer to the response for Policy SC 11.2.
SC Policy 12.0: Since flooding affects substantial areas of South County, and the flood control projects now being constructed are	**Consistent.** Sites 3, 4, 5, and 7 are not located within a flood plain. One acres of Site 6 is located within the FEMA Flood Zone

Table 2.2.1-2 (Continued). Consistency Analysis with the South County Joint Area Plan Goals and Policies for Sites 3 Through 7

Goals and Policies	Consistency with State
designed to protect only existing developed and planned urban areas, land development should be managed by the three jurisdictions to mitigate flooding problems and minimize the need for local public funding for additional flood control and local drainage facilities. Flood damage in South County should be minimized through a combination of actions. In flood-prone areas, inappropriate development should be prevented through land use planning, urban development policies and land use regulations. Areas which are developed or planned for development should be protected by the construction of flood control facilities. Development should be managed through advanced planning and design standards to minimize off-site flooding and drainage problems.	AE; however, no structures from the proposed Project would be within the flood plain. The proposed Project would increase impervious surfaces by 0.2 acres at each site, Sites 3 through 7. In addition, all sites, except Site 3, are located in dam failure inundation areas. Also refer to the response for Policy SC 8. Refer to Sections 2.3.1, HYDROLOGY AND FLOODPLAIN, and 2.3.2, WATER QUALITY AND STORM WATER RUNOFF.
Policy SC 12.5: If development is to be allowed in flood-prone areas, flood control facilities or appropriate flood-proofing should be provided prior to or in conjunction with development at developers' expense.	**Consistent.** Refer to the response for Policy SC 12.0.
Policy SC 12.7: The Cities and the County should require mitigation of any stormwater runoff produced by development that occurs beyond that described in the l98l General Plans of the County and the Cities as of 1982.	**Consistent.** Refer to the response for Policy SC 12.0.
Policy SC 12.8: All local development should provide appropriate mitigations of off-site impacts. These may include: limiting runoff to pre-development levels and/or complete solutions to flooding and local drainage problems in the vicinity of the development. Methods may include: detention (storing runoff temporarily and then releasing it) or retention (storing runoff on-site for percolation).	**Consistent.** Refer to the response for Policy SC 12.0.
Policy SC 13.0: Local drainage problems in South County should be minimized by preventing inappropriate development in areas which are prone to drainage problems and by using design	**Consistent.** Refer to the response for Policy SC 12.0.

Table 2.2.1-2 (Continued). Consistency Analysis with the South County Joint Area Plan Goals and Policies for Sites 3 Through 7

Goals and Policies	Consistency with State
standards and advanced planning to manage development. Developers of individual projects should be required to mitigate off-site on-site impacts and, where appropriate, to install local drainage facilities which would contribute to an eventual area wide solution to the local drainage problems, preferably in the context of a master plan for local drainage which should be developed jointly by the Cities and the County.	
Policy SC 13.6: Development should be designed to conserve soil and avoid erosion.	**Consistent.** Refer to the response for Policy SC 12.0.
Policy SC 15.0: New development should avoid hazardous and sensitive areas, and should occur only where it can be built without risking health and safety. New habitable structures should not be allowed in areas of highest hazard such as floodways, active landslides, active fault traces, and Airport safety zones. In areas of less risk, development should be limited and designed to reduce risks to an acceptable level. Hillsides should be protected, and development should be carefully controlled on steep slopes; when hillside land is developed, it should be done with minimum disruption of topography and vegetative cover. Natural streamside areas should be left in a natural state.	**Consistent.** This IS/MND serves to comply with this policy. Chapter 2 of this IS/MND evaluates impacts to 20 different environmental resources. As discussed in these sections, avoidance, minimization, and/or mitigation measures have been provided to minimize potential significant effects from project-related activities.
Policy SC 15.2: Development in hazardous areas should be: a. kept to a minimum by encouraging low density, low-intensity uses and the types of uses least disruptive to the soil and vegetative cover; b. regulated in such a way that it minimizes disruption of the environment and does not trigger or accelerate the hazardous processes which exist in South County; c. prohibited on known active landslides and limited in areas where such development might initiate sliding or be affected by sliding on adjacent parcels. d. prohibited in areas where increased runoff from the addition	**Consistent.** This IS/MND serves to comply with this policy. Chapter 2 of this IS/MND evaluates impacts to 20 different environmental resources. As discussed in these sections, avoidance, minimization, and/or mitigation measures have been provided to minimize potential significant effects from project-related activities.

Table 2.2.1-2 (Continued). Consistency Analysis with the South County Joint Area Plan Goals and Policies for Sites 3 Through 7

Goals and Policies	Consistency with State
of impervious surfaces and drainage would increase the probability of downslope landsliding, or where additional projects would add to the cumulative effect of increased runoff, unless a downslope drainage improvement plan has been approved; and e. clustered, with dwellings grouped on the least hazardous portion of the property.	
Policy SC 15.4: Development in fire hazard areas should be minimized. When development is permitted, it should be planned and constructed so as to reduce exposure to fire hazards and to facilitate fire supression efforts in the event of a wildfire. Actions which increase fire risk, such as increasing public access roads in fire hazard areas, should be avoided because of the great environmental damage and economic loss associated with a large wildfire.	**Consistent.** This IS/MND serves to comply with this policy. Chapter 2 of this IS/MND evaluates impacts to 20 different environmental resources. As discussed in these sections, avoidance, minimization, and/or mitigation measures have been provided to minimize potential significant effects from project-related activities.
Policy SC 15.5: Development should be prohibited in floodways and regulated in floodplains to minimize flood damage and be consistent with the federal flood insurance program and Santa Clara Valley Water District regulations.	**Consistent.** Refer to the response to Policy SC 12.0.
Policy SC 15.9: Wildlife, rare and endangered plants and animals, and heritage resources should be identified and protected from loss and destruction.	**Consistent.** Site 3 of the proposed Project is located in an area with the potential for serpentine soils. However, the proposed Project is located within the existing ROW, within the interchange areas. Site 3 currently has maintenance stockpile areas and therefore, is already highly disturbed. Avoidance, minimization, and/or mitigation measures are provided for the proposed Project. Refer to Section 2.4, BIOLOGICAL ENVIRONMENT, for further detail.
Policy SC 15.12: The Cities and County should enforce and maintain: a. current zoning and land development ordinances and policies restricting development on hillsides to low-density,	**Consistent.** The proposed Project is within existing ROW. This IS/MND serves to comply with this policy. Chapter 2 of this IS/MND evaluates impacts to 20 different environmental resources. As discussed in these sections, avoidance,

Table 2.2.1-2 (Continued). Consistency Analysis with the South County Joint Area Plan Goals and Policies for Sites 3 Through 7

Goals and Policies	Consistency with State
low intensity uses, and b. strict grading and building regulations to minimize instability of sloping areas and reduce public costs associated with maintaining roads and utilities on unstable slopes.	minimization, and/or mitigation measures have been provided to minimize potential significant effects from project-related activities.
Policy SC 15.13: Geotechnical investigations should be required on all projects in unstable areas, including areas of expansive soils, prior to construction to insure that the potential hazards are identified and can be properly mitigated. A contract should be negotiated: a. with the State Department of Mines and Geology for completion of a study of the Santa Cruz Mountains from the southern county border to the New Almaden area (approximate cost: $l0,000 per year for 3 years), and b. between the Cities and a consulting geologist for the review of development projects in potentially hazardous areas (costs could be covered by a fee to developers).	**Consistent.** The proposed Project would involve regular maintenance, including weed abatement measures. The proposed Project would be built to CBC and UBC standards. Refer to Sections 2.3.1, HYDROLOGY AND FLOODPLAIN, 2.3.2, WATER QUALITY AND STORM WATER RUNOFF, and 2.3.3, GEOLOGY/SOILS/SEISMIC/TOPOGRAPHY.
Policy SC 16.6: The visual integrity of the scenic gateways to the South County (Pacheco Pass, Hecker Pass, Route 101 south of Gilroy, and a Coyote greenbelt area north of Morgan Hill) should be protected.	**Consistent.** The local agencies support the proposed Project and it would provide a "gateway" to the Silicon Valley as discussed in Appendix E, Letters of Support. Refer to Section 2.2.5, VISUAL/AESTHETICS, for further detail.
Policy SC 18.4: Groundwater and surface water quality conditions in the San Martin area should be monitored to determine if changes in current policies regarding septic systems and land use are needed.	**Consistent.** Refer to the responses for Policies SC 8.0 and SC 12.0.
Policy SC 18.9: Development around the South County Airport should adhere to Airport Land Use Commission (ALUC) Policies.	**Consistent.** Site 6 is located within the South County ALUCP boundaries. Site 6 would not contain habitable buildings. All structures would be within the ALUCP regulations and standards. In addition, potential visual impacts, such as light and glare, would not be substantial. Avoidance, minimization, and/or mitigation measures are provided. Refer to Section 2.2.5, VISUAL/AESTHETIC, for further detail on the visual impacts.

Table 2.2.1-2 (Continued). Consistency Analysis with the South County Joint Area Plan Goals and Policies for Sites 3 Through 7

Goals and Policies	Consistency with State
Policy SC 18.14: The existing County General Plan policies regarding development densities and the location of commercial and industrial uses in San Martin should remain in effect. If, in the future, changes are recommended, they should be allowed only after a special area plan and an implementation program for San Martin have been developed and adopted.	**Consistent.** The proposed Project is within existing ROW. This IS/MND serves to comply with this policy. Chapter 2 of this IS/MND evaluates impacts to 20 different environmental resources. As discussed in these sections, avoidance, minimization, and/or mitigation measures have been provided to minimize potential significant effects from project-related activities.
Policy SC 19.0: Anticipated impacts on the South County resulting from development in Coyote Valley should be reviewed and addressed by the affected jurisdictions, both individually and through cooperative action.	**Consistent.** The proposed Project is within existing ROW. This IS/MND serves to comply with this policy. Chapter 2 of this IS/MND evaluates impacts to 20 different environmental resources. As discussed in these sections, avoidance, minimization, and/or mitigation measures have been provided to minimize potential significant effects from project-related activities.

Table 2.2.1-3. Consistency Analysis with the San Jose General Plan Goals and Policies for Sites 1 through 3

Goals and Policies	Consistency with State
Community Development – Land Use	
Policy LU-1: Industrial development should incorporate measures to minimize negative impacts on nearby land uses.	**Consistent.** The proposed Project would construct PV solar power systems at Sites 1 through 3, within operating ROW. Often, renewable energy projects are considered an industrial land use. This IS/MND serves to comply with this policy. Chapter 2 of this IS/MND evaluates impacts to 20 different environmental resources. As discussed in these sections, avoidance, minimization, and/or mitigation measures have been provided to minimize potential significant effects from project-related activities.
Community Development – Economic Development	
Policy ED-7: The City encourages a mix of land uses in the appropriate locations which contribute to a balanced economic base, including industrial suppliers and services, commercial support services, "green industries" (industries related to recycling or environmental preservation) as well as high technology manufacturers and other related industries.	**Consistent.** Refer to the response for Policy LU-1. The proposed Project would increase the use and application of renewable energy resources.
Community Development – Hillside Development	
Goal HD: Preserve the valuable natural resources of the hillsides and minimize the exposure of the public to potential environmental hazards associated with development on the hillsides.	**Consistent.** Sites 1 and 2 are not adjacent to hillside land use. Site 3 is adjacent to hillside land use; however all proposed Project activities would be within existing ROW. No development would occur on hillsides as a part of this proposed Project.
Policy HD-4: The City should continue to apply strong architectural and site design controls on all types of hillside development for the protection of the hillsides and to minimize potential adverse visual and environmental impacts.	**Consistent.** Sites 1 and 2 are not adjacent to hillside land use. Site 3 is adjacent to hillside land use; however, all proposed Project activities would be within existing ROW. The proposed Project would provide a “gateway” to the Silicon Valley, as discussed in Appendix E, Letters of Support.
Policy HD-6: In general, grading on hillsides should be minimized. When grading or recontouring of the terrain is necessary, it should be designed to preserve the natural character of the hills and to minimize the removal of significant vegetation.	**Consistent.** Refer to the responses for Goal HD and Policy HD-4.

Table 2.2.1-3 (Continued). Consistency Analysis with the San Jose General Plan Goals and Policies for Sites 1 through 3

Goals and Policies	Consistency with State
Policy HD-12: The City encourages the preservation of hillside vegetation and, if vegetation must be removed, it should require appropriate revegetation and planting projects in hillside areas.	**Consistent.** Sites 1 and 2 are not adjacent to hillside land use. Site 3 of the proposed Project is located in an area with with the potential for serpentine soils. However, the proposed Project is located within the existing ROW. Site 3 currently has maintenance stockpile areas on the western portion of the site. Avoidance, minimization, and/or mitigation measures are provided for the proposed Project. Refer to Section 2.4, BIOLOGICAL ENVIRONMENT, for further detail.
Policy HD-14: The City should require soils and geologic review of hillside development proposals to assess such potential hazards as seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, erosion and sedimentation in order to determine if these hazards are present and can be adequately mitigated. Geotechnical studies for hillside development proposals should determine the actual extent of seismic and other hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility and desirability of a proposed facility in a specified location. Hillside development should incorporate the identified mitigation measures necessary to protect public safety and the natural environment.	**Consistent.** Refer to the responses for Goal HD and Policies HD-4 and HD-12.
Policy HD-17: In hillside areas susceptible to erosion, appropriate control measures should be required in conjunction with proposed development.	**Consistent.** The proposed Project is located within operating ROW. The proposed Project would fully conform to the State's NPDES permits. The proposed Project would maintain a SWPPP and carry out appropriate BMPs. Refer to Section 2.3.2, WATER QUALITY AND STORM WATER RUNOFF, for further detail.
Services and Facilities – Level of Service	
Goal LOS-2: Achieve the following level of service for these City services: • For transportation, level of service "D". • For sewage treatment, to remain within the capacity of the Water Pollution Control Plant.	**Consistent.** The proposed Project may result in temporary traffic disruptions. However, US-101 and surrounding roadways at Sites 1, 2, and 3 would maintain their existing LOS. Avoidance, minimization, and/or mitigation measures are provided. The proposed Project would have no impact on sewage treatment.

Table 2.2.1-3 (Continued). Consistency Analysis with the San Jose General Plan Goals and Policies for Sites 1 through 3

Goals and Policies	Consistency with State
• For storm drainage, to minimize flooding on public streets and to minimize property damage from storm water.	The proposed Project would comply with the State's NPDES Storm Water and General Permits and would maintain a SWPPP. Sites 1 through 3 would increase impervious surface at each site by 0.2 acres and therefore, storm water runoff is anticipated to be similar to the existing conditions. Refer to Sections 2.2.4, TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES, 2.3.1, HYRDROLOGY AND FLOODPLAIN, and 2.3.2, WATER QUALITY AND STORM WATER RUNOFF, for further detail.
Policy LOS-5: The minimum overall performance of City streets during peak travel periods should be level of service "D".	**Consistent.** The proposed Project would not increase the use of the roadways during operation. During construction, avoidance, minimization, and/or mitigation measures are required to maintain acceptable LOS Refer to Section 2.2.4, TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES, for further detail.
Policy LOS-12: New construction projects should be designed to minimize potential damage due to storm waters and flooding to the site and other properties.	**Consistent.** Sites 1 through 3 are not within flood plain areas and runoff from the sites is not anticipated to be increased by the proposed Project. Adherence to the State's NPDES Storm Water and General Permits and the Project's SWPPP, along with avoidance, minimization, and/or mitigation measures would reduce effects. Refer to Sections 2.3.1, HYRDROLOGY AND FLOODPLAIN, and 2.3.2, WATER QUALITY AND STORM WATER RUNOFF, for further detail.
Policy LOS-16: The City should encourage the use of flood protection guidelines in development, such as those recommended by the SCVWD, FEMA, and DWR.	**Consistent.** Refer to the responses to Goal LOS-2 and Policies LOS-5 and LOS-12. In addition, Sites 1 through 3 are not located within a FEMA FIRM floodplain.
Services and Facilities – Transportation	
Policy Trans-3: Public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should be no less than the dimensions as shown ion the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social,	**Consistent.** The proposed Project has been designed to take into account any future road improvement projects at the seven sites, during the life of the solar panel airspace development lease. The Project proponent has discussed the proposed Project sites with the local jurisdictions and has determined the

Table 2.2.1-3 (Continued). Consistency Analysis with the San Jose General Plan Goals and Policies for Sites 1 through 3

Goals and Policies	Consistency with State
neighborhood or environmental impacts and perform the same traffic movement function.	appropriate setbacks to accommodate any future roadway improvement projects.
Aesthetic, Cultural and Recreational Resources – Historic, Archaeological and Cultural Resources	
Policy HACR-1: Because historically or archaeologically significant sites, structures and districts are irreplaceable resources, their preservation should be a key consideration in the development review process.	**Consistent.** An HPSR and ASR were prepared for the proposed Project. No prehistoric, combined prehistoric/historic, or historic era archaeological sites have been recorded or reported in or adjacent to the area of potential effects (APE) for Sites 1, 2, and 3. Avoidance, minimization, and/or mitigation measures are provided to reduce any impacts. Refer to Section 2.2.6, CULTURAL RESOURCES, for further information.
Policy HACR-2: The City should use the Area of Historic Sensitivity overlay and the landmark designation process of the Historical Preservation Ordinance to promote and enhance the preservation of historically or architecturally significant sites and structures.	**Consistent.** Refer to the response for Policy HACR-1.
Policy HACR-8: For proposed development sites which have been identified as archaeologically sensitive, the City should require investigation during the planning process in order to determine whether valuable archaeological remains may be affected by the project and should also require that appropriate mitigation measures be incorporated into the project design.	**Consistent.** Refer to the response for Policy HACR-1.
Policy HACR-9: Recognizing that Native American burials may be encountered at unexpected locations, the City should impose a requirement on all development permits and tentative subdivision maps that upon discovery of such burials during construction, development activity will cease until professional archaeological examination and reburial in an appropriate manner is accomplished.	**Consistent.** No prehistoric, combined prehistoric/historic, or historic era archaeological sites have been recorded or reported in or adjacent to the area of potential effects (APE) for Sites 1, 2, and 3. The Native American Heritage Commission (NAHC) Sacred Lands File noted a sacred site in the vicinity of Site 2; however, none of the Native American individuals/groups contacted by letter or by follow up telephone/email provided information regarding a sacred site in or adjacent to Site 2. This site was part of an extensive archaeological mitigation program with the Native American burials removed and reburied at another location. Avoidance, minimization, and/or mitigation measures

Table 2.2.1-3 (Continued). Consistency Analysis with the San Jose General Plan Goals and Policies for Sites 1 through 3

Goals and Policies	Consistency with State
	have been provided. Refer to Section 2.2.6, CULTURAL RESOURCES, for further detail.
Policy HACR-10: Heritage trees should be maintained and protected in a healthy state. The heritage tree list, identifying trees of special significance to the community, should be periodically updated.	**Consistent.** There are no mature trees located within Site 3. There are no heritage trees located within Sites 1 and 2. Avoidance, minimization, and/or mitigation measures are provided. Refer to Section 2.4, BIOLOGICAL ENVIRONMENT, for further detail.
Aesthetic, Cultural and Recreational Resources – Scenic Routes	
Goal SR: Preserve and enhance the visual access to scenic resources of San Jose and its environs through a system of scenic routes.	**Consistent.** Sites 1 and 2 are located within a designated Urban Throughway while Site 3 is located within a designated Rural Scenic Corridor. The proposed Project would not physically disturb any scenic resources. Implementation of avoidance, minimization, and/or mitigation measures would reduce visual impacts. Further, the local agencies support the proposed Project as discussed in Appendix E, Letters of Support, and the City feels it would be a “gateway” entrance into the Silicon Valley. Refer to Section 2.2.5, VISUAL/AESTHETICS, and the Visual Impact Assessment (VIA) for further details.
Policy SR-1: Development within the designated Rural Corridors and along designed Landscaped Throughways should be designed with the intent of preserving and enhancing attractive natural and man-made vistas.	**Consistent.** Refer to the response for Goal SR. Vistas of the surrounding hills and mountains would remain visible along US-101 and roadways in the immediate vicinity of Sites 1, 2, and 3. Refer to Section 2.2.5, VISUAL/AESTHETICS, and the Visual Impact Assessment (VIA) for further details.
Policy SR-2: The natural character of Rural Scenic Corridors and along designated Landscaped Throughways should be preserved by incorporated mature stands of res, rock outcroppings, streams, lakes and reservoirs, and other such natural features into project design.	**Consistent.** Refer to the responses for Goal SR and Policy SR-1.

Table 2.2.1-3 (Continued). Consistency Analysis with the San Jose General Plan Goals and Policies for Sites 1 through 3

Goals and Policies	Consistency with State
Policy SR-3: The design of Landscaped Throughways should include a high standard of architectural detail and landscaping in order to create a consistent and attractive visual quality.	**Consistent.** Refer to the responses for Goal SR and Policy SR-1.
Policy SR-5: Any development along Landscaped Throughways entering the City should be designed to provide attractive gateways to the City.	**Consistent.** Refer to the responses for Goal SR and Policy SR-1.
Policy SR-6: Development along designated Rural Scenic Corridors should preserve significant views of the Valley and mountains, especially in, or adjacent to, Coyote Valley, the Diablo Range, the Silver Creek Hills, the Santa Teresa Ridge and the Santa Cruz Mountains.	**Consistent.** Refer to the responses for Goal SR and Policy SR-1.
Policy SR-7: The planning of Rural Scenic Corridors should take into consideration the potential for providing access to such public facilities as parks, recreation areas, bike trails and cultural attractions.	**Consistent.** Refer to the responses for Goal SR and Policy SR-1.
Policy SR-8: Roadway design on Rural Scenic Routes should minimize impacts on native flora and natural topographic features.	**Consistent.** Refer to the responses for Goal SR and Policy SR-1.
Natural Resources – Woodlands, Grasslands, Chaparral and Scrub (WGCS)	
Goal WGCS: Protect the biological diversity and scenic characteristics of grasslands, woodlands, chaparral and scrub in hillside areas.	**Consistent.** Site 3 of the proposed Project is located in an area with the potential for serpentine soils. However, the proposed Project is located within the existing ROW. Site 3 currently has maintenance stockpile areas and is already highly disturbed. Avoidance, minimization, and/or mitigation measures are provided for the proposed Project. Refer to Section 2.4, BIOLOGICAL ENVIRONMENT, for further detail.
Policy WGCS-4: Grading should be designed to minimize the removal of significant vegetation.	**Consistent.** Grading would occur on Sites 1, 2, and 3. Avoidance, minimization, and/or mitigation measures are proposed to minimize erosion and water resource impacts. Refer to Sections 2.2.5, VISUAL/AESTHETIC, 2.3.1, HYDROLOGY AND FLOODPLAIN, and 2.3.2, WATER QUALITY AND STORM WATER RUNOFF.

Table 2.2.1-3 (Continued). Consistency Analysis with the San Jose General Plan Goals and Policies for Sites 1 through 3

Goals and Policies	Consistency with State
Policy WGCS-5: The City should preserve and protect oak woodlands, and individual oak trees, to the greatest extent feasible.	**Consistent.** Sites 1, 2, and 3 are not located within an oak woodland. Tree removal would occur at Sites 1, 2, and 3. Avoidance, minimization, and/or mitigation measures are provided to reduce the impacts. Refer to Sections 2.4, BIOLOGICAL ENVIRONMENT, for further detail.
Policy WGCS-8: Serpentine grasslands, particularly those supporting sensitive serpentine bunchgrass communities of plant and animal species of concern, should be preserved and protected to the greatest extent feasible. When disturbance cannot be avoided, appropriate measures should be required to restore, or compensate for loss of serpentine bunchgrass communities or habitat of species of concern.	**Consistent.** Refer to the response for Goal WGCS.
Natural Resources – Bay and Baylands (Bay)	
Policy Bay-5: The City should continue to participate in the Santa Clara Valley Non-Point Source Pollution Control Program and take other necessary actions to formulate and meet regional water quality standards which are implemented through the National Pollution Discharge Elimination System Permits and other measures.	**Consistent.** Refer to the responses for Goal LOS-2 and Policy LOS-12.
Natural Resources – Species of Concern	
Goal Species of Concern: Preserve habitat suitable for Species of Concern, including threatened and endangered species.	**Consistent.** No threatened or endangered species were found at Sites 1 and 2. No federally-protected species are expected to be impacted as a result of the proposed Project. Site 3 supports potentially suitable habitat for two special status plant species. Site 3 is in close proximity to a 2003 siting of the California red-legged frog, however, based on Site 3 habitat and surrounding land uses, the proposed Project would have no effect on the California red-legged frog. Avoidance, minimization, and/or mitigation measures are provided to reduce impacts. Refer to Sections 2.4, BIOLOGICAL ENVIRONMENT, for further detail.

Table 2.2.1-3 (Continued). Consistency Analysis with the San Jose General Plan Goals and Policies for Sites 1 through 3

Goals and Policies	Consistency with State
Policy Species of Concern-2: Habitat areas that support Species of Concern should be retained to the greatest extent feasible.	**Consistent.** Refer to the response for Goal Species of Concern.
Natural Resources – Urban Forest	
Goal Urban Forest-1: Preserve, protect, renew, and increase plantings of urban trees within the City to create a diverse, climate-appropriate, thriving, sustainable urban forest, and effectively manage the urban forest to	**Consistent.** Refer to the response for Policy WCGS-5.
Policy Urban Forest-3: The City encourages the preservation and maintenance of mature trees on public and private property. Prior to allowing the removal of any mature tree, all reasonable measures, to preserve the tree, should be pursued. When the preservation is not feasible, appropriate tree replacement should be required to conserve and renew the urban forest.	**Consistent.** Refer to the response for Policy WCGS-5.
Natural Resources – Water Resources	
Policy Water-1: The City, in consultation with the Santa Clara Valley Water District, other public agencies and the SCVWD's Water Resources Protection Guidelines and Standards (2006 or as amended), should restrict or carefully regulate public and private development in streamside areas so as to protect and preserve the health, functions and stability of streams and stream corridors.	**Consistent.** The proposed Project at Sites 1, 2, and 3 are located within operating ROW. The proposed Project would fully conform to the State's NPDES permits. The proposed Project would maintain a SWPPP and carry out appropriate BMPs. Refer to Section 2.3.2, WATER QUALITY AND STORM WATER RUNOFF, for further detail.
Policy Water-2: The City, in consultation with SCVWD, should restrict or carefully regulate public and private development in upland areas to prevent uncontrolled runoff that could impact the health and stability of streams.	**Consistent.** Refer to the response for Policy Water-1.
Policy Water-13: For all new discretionary development permits for projects incorporating large paved areas or other hard surfaces (e.g., building roofs), or major expansion of a building or use, the City should require specific construction and post-construction measures to control the quantity and improve the water quality of	**Consistent.** Refer to the response for Policy Water-1.

Table 2.2.1-3 (Continued). Consistency Analysis with the San Jose General Plan Goals and Policies for Sites 1 through 3

Goals and Policies	Consistency with State
urban runoff, striving for zero increase in offsite runoff compared to natural or pre-developed conditions.	
Natural Resources – Air Quality (AQ)	
Goal AQ: Maintain acceptable levels of air quality for the residents of San Jose and minimize the air pollution produced by new development.	**Consistent.** After the construction of the proposed Project, all impacts would cease. Avoidance, minimization, and/or mitigation measures are provided to reduce construction related impacts. Refer to Section 2.3.6, AIR QUALITY, for further detail.
Policy AQ-1: The City should take into consideration the cumulative air quality impacts from proposed developments and should establish and enforce appropriate land uses and regulations to reduce air pollution consistent with the region's Clean Air Plan and State law.	**Consistent.** The proposed Project is within existing ROW. This IS/MND serves to comply with this policy. Chapter 2 of this IS/MND evaluates impacts to 20 different environmental resources. As discussed in these sections, avoidance, minimization, and/or mitigation measures have been provided to minimize potential significant effects from project-related activities.
Natural Resources – Energy	
Goal Energy: Consistent with Sustainable City Strategy Goals, the City should foster development which, by its location and design, reduces the use of non-renewable energy resources in transportation, buildings and urban services (utilities) and expands the use of renewable energy resources.	**Consistent.** The proposed Project would provide a source of renewable energy within existing ROW under a solar panel airspace development lease. The City has provided a letter of support for the proposed Project, as provided in Appendix E, Letters of Support.
Policy Energy-4: The energy-efficiency of proposed new development should be considered when land use and development review decisions are made. The City's design techniques include provisions for solar access, for siting structures to maximize natural heating and cooling, and for landscaping to aid passive cooling protection from prevailing winds and maximum year-round solar access.	**Consistent.** Refer to the response for Goal Energy.
Policy Energy-9: The City should encourage the development of renewable energy sources and alternative fuels and cooperate with other public and quasi-public agencies in furthering this policy.	**Consistent.** Refer to the response for Goal Energy.

Table 2.2.1-3 (Continued). Consistency Analysis with the San Jose General Plan Goals and Policies for Sites 1 through 3

Goals and Policies	Consistency with State
Natural Resources – Agricultural Lands and Prime Soils	
Goal Agriculture: Avoid the premature conversion of agricultural lands to urban uses.	**Consistent.** Sites 1 and 2 are within urban areas and are not adjacent to agricultural land use designations. Site 3 is adjacent to agricultural land use; however, the proposed Project is located within existing ROW. The proposed Project would not convert agricultural land to urban areas as the proposed Project would be completely within existing ROW.
Hazards – Soils and Geologic Conditions	
Policy Soils-1: The City should require soils and geologic review of development proposals to assess such hazards as potential seismic hazards, surface ruptures, liquefaction, landholdings, mudsliding, erosion and sedimentation in order to determine if these hazards can be adequately mitigated.	**Consistent.** Sites 1 and 2 are located in areas identified as within liquefaction zones; however, no unusual water extraction or other practices would occur that are typically associated with project-related liquefaction or subsidence effects, and no habitual structures are proposed. Sites 1, 2, and 3 are located in a seismically active area. Conformance with the CBC and standard Department design criteria and conformance with avoidance, minimization, and/or mitigation measures would reduce the effects of soil and geologic hazards. Refer to Section 2.3.3, GEOLOGY/ SOILS/SEISMIC/TOPOGRAPHY, for further detail.
Policy Soils-2: The City should not locate public improvements and utilities in areas with identified soils and/or geologic hazards to avoid any extraordinary maintenance and operating expenses. When the location of public improvements and utilities in such areas cannot be avoided, effective mitigation measures should be implemented.	**Consistent.** Refer to the response for Policy Soils-1.
Policy Soils-3: In areas susceptible to erosion, appropriate control measures should be required in conjunction with proposed development.	**Consistent.** Refer to the response for Policy Soils-1.
Policy Soils-6: Development in areas subject to soils and geologic hazards should incorporate adequate mitigation measures.	**Consistent.** Refer to the response for Policy Soils-1.

Table 2.2.1-3 (Continued). Consistency Analysis with the San Jose General Plan Goals and Policies for Sites 1 through 3

Goals and Policies	Consistency with State
Hazards – Earthquakes	
Policy Earthquake-1: The City should required that all new buildings be designed and constructed to resist stresses produced by earthquakes.	**Consistent.** Refer to the response for Policy Soils-1.
Hazards – Fire	
Policy Fire-2: All new development should be constructed, at a minimum, to the fire safety standards contained in the San Jose Building Code.	**Consistent.** The proposed Project structures would be built to the appropriate standards. In addition, weed maintenance would be part of the proposed Project, thus reducing the risk of fire.
Policy Fire-3: New development adjacent to heavily grassed and semi-arid hillsides should be designed and located to minimize fire hazards to life and property, including the use of such measures as fire preventative site design, landscaping and building materials, and the use of fire suppression techniques, such as sprinklering.	**Consistent.** Site 1 is surrounded by residential units, Site 2 is immediately surrounded by roadways and businesses, and Site 3 is located adjacent to a golf course and open space. The proposed Project would include a weed barrier and a three-inch layer of permeable material at each location. Avoidance, minimization, and/or mitigation measures are provided for water quality and maintenance which would effectively reduce fire impacts.
Policy Fire-6: New development should provide adequate access for emergency vehicles, particularly fire fighting equipment, as well as provide secure evacuation routes for the inhabitants of the area.	**Consistent.** The proposed Project would be constructed within operating ROW. Emergency access would be provided from access driveways located on the local roadways. Refer to Section 2.2.4, TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES, for further detail.
Hazards – Noise	
Goal Noise: Minimize the impact of noise on people through noise reduction and suppression techniques and through appropriate land use policies.	**Consistent.** Avoidance, minimization, and/or mitigation measures would be implemented during construction. Operation of the proposed Project would have noise levels below any thresholds. Refer to Section 2.3.7, NOISE, for further detail.
Policy Noise-1: The City's acceptable noise level objectives are 55 DNL as the long-range exterior noise quality level, 60 DNL as the short-range exterior noise quality level, 45 DNL as the interior noise quality level, and 76 DNL as the maximum exterior noise level necessary to avoid significant adverse health effects. These	**Consistent.** Refer to the response for Goal Noise.

Table 2.2.1-3 (Continued). Consistency Analysis with the San Jose General Plan Goals and Policies for Sites 1 through 3

Goals and Policies	Consistency with State
objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San José International and Reid-Hillview airports, the Downtown Core Area, and along major roadways may not be achieved in the time frame of this Plan. To achieve the noise objectives, the City should require appropriate site and building design, building construction and noise attenuation techniques in new residential development.	
Policy Noise-9: Construction operations should use available noise suppression devices and techniques.	**Consistent.** Refer to the response for Goal Noise.
Policy Noise-11: When located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses, non-residential land uses should mitigate noise generation to meet the 55 DNL guideline at the property line.	**Consistent.** Refer to the response for Goal Noise.
Hazards – Hazardous Materials	
Policy HM-1: The City should require proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal.	**Consistent.** The proposed Project would comply with all federal and state mandates regarding management of hazardous materials. There is no evidence of RECs in connection with Sites 1 and 2. Site 3 Avoidance, minimization, and/or mitigation measures are provided to reduce potential impacts. Refer to Section 2.3.5, HAZARDOUS WASTE/MATERIALS.
Policy HM-4: Development located within areas containing naturally occurring asbestos should be required to mitigate any potential impacts associated with grading or other subsurface excavation.	**Consistent.** Site 3 has the potential to contain naturally occurring asbestos. Avoidance, minimization, and/or mitigation measures are provided to reduce this impact. Refer to Sections 2.3.5, HAZARDOUS WASTE/MATERIALS, and 2.3.6, AIR QUALITY, for further detail.

In addition to the preceding goals and policies, the following excerpts from the *San Jose General Plan* serve as a frame of reference for the goal and policy statements:

Rural Scenic Corridors *are generally located in rural and open space areas of significant scenic value. There is no precise criteria to delineate the boundaries of Rural Scenic Corridors. However, these Corridors can be defined as the scenic route right-of-way plus the*

Table 2.2.1-3 (Continued). Consistency Analysis with the San Jose General Plan Goals and Policies for Sites 1 through 3

Goals and Policies	Consistency with State
landscape visible on either side of that right-of-way. The presence of outstanding visual resources should also be considered in determining the Rural Scenic Corridor boundary. The visual field, the Scenic Routes and Trails Diagram angle and speed at which certain features come into view and the road design and geometrics are all important factors. *Permitted land uses in Rural Scenic Corridors should be limited to well landscaped campus industrial uses, single-family residences, agriculture, parks, trails, and other open space uses in order to preserve the natural scenic resources. Bridges and other public improvements should blend with the natural terrain.* *Signs located within Rural Scenic Corridors should be of a size, height and design that does not restrict or impair the subject view but are the minimum dimensions necessary for identification. Billboards in these rural areas should be discouraged.* *In addition to the preservation of the area's viewsheds, view turnouts, rest areas and, where appropriate, picnic facilities could be provided to enhance and develop these corridors to their best potential. The design of these facilities should incorporate safe accessibility and appropriate grade separation from the roadway.*	The proposed project, which would fill the highway interchanges with solar panel arrays and have minimal landscaping, is not entirely consistent with this portion of the *San Jose General Plan*. Site 3 is located within a Rural Scenic Corridor. The project represents a land use that is not among those listed as permitted in Rural Scenic Corridors. The solar panels (maximum of 11 feet in height) would not obstruct views to distant ridgetops or mature trees within the viewshed of Site 3 and would follow a similar line pattern as the surrounding landscape. However they would have a markedly different and contrasting visual character than the surrounding area. The project does not include signs that would obstruct significant views from this Rural Scenic Corridor, and there are no recreational areas in close proximity to any of the project's proposed sites (Sites 1 through 7).
Urban Throughways *are also designated as scenic routes on the Scenic Routes and Trails Diagram. This designation includes all the State and Interstate Highways that traverse through San Jose's Sphere of Influence. An Urban Throughway is defined as the actual right-of-way of the scenic route, the shoulders and any adjacent public improvements which accompany such a route. The presence of outstanding manmade or natural resources in an urban area also play a part in determining the size and location of these throughways.* *Landscaping in Urban Throughways should be used to supplement and enhance the adjacent land. Landscaping along these thoroughfares will provide a foreground framework or a clearing for longer distance views, and will also screen unsightly views or*	

Table 2.2.1-3 (Continued). Consistency Analysis with the San Jose General Plan Goals and Policies for Sites 1 through 3

Goals and Policies	Consistency with State
uncharacteristic land uses. *Commercial and industrial development adjacent to Urban Throughways should be attractive and have a high quality of architectural design. These developments should be sufficiently spaced to preserve the scenic character of the thoroughfare.* *Attractive and convenient Urban Throughways present a positive image for San José. Many of these thoroughfares are "gateways" or entryways to the City and should provide the best possible views of the urban environment. In developing a network of beautifully landscaped and well designed highways, San José will be able to promote a positive community image and identity.*	The proposed project is also not entirely consistent with this portion of the *San Jose General Plan*. Sites 1 and 2 are located within Urban Throughways. Specifically, the proposed project would preclude landscaping of the interchanges. They would instead be filled with arrays of solar panels. The solar panel installations would be an uncharacteristic land use. However, the proposed PV panels would not restrict long distance views including those of distant mountains and ridgetops and would allow views from US-101 to the urban as well as the natural environment.

Table 2.2.1-4. Consistency Analysis with the Morgan Hill General Plan Goals and Policies for Sites 4 and 5

Goals and Policies	Consistency with State
Community Development	
Goal Community-6: Avoidance of incompatible land uses and conflicting activities.	**Consistent.** This IS/MND serves to comply with this policy. Chapter 2 of this IS/MND evaluates impacts to 20 different environmental resources. As discussed in these sections, avoidance, minimization, and/or mitigation measures have been provided to minimize potential significant effects from project-related activities.
Goal Community-11: Adequate land for industrial development.	**Consistent.** The proposed Project would use existing ROW to provide PV solar power systems at Sites 4 and 5. Often, renewable energy projects are considered an industrial land use. The proposed Project would use land that is otherwise vacant under the airspace lease agreement with the Department.
Goal Community-14: Distinct, attractive gateways to the community.	**Consistent.** Sites 4 and 5 are considered gateways to Morgan Hill. Although the project would introduce hardscape features within the US-101/Dunne Avenue and US-101/Tennant Avenue interchanges, the visual integrity of these gateway areas would not be substantially hindered. The proposed PV panels would be a maximum of 11 feet in height and would not obstruct views to the distant landscape features (i.e., hills and mountains). Implementation of avoidance, minimization, and/or mitigation measures, which would require the planting of groundcover and shrubs to increase the visual quality of the proposed project and reduce visual impacts to motorists and surrounding uses, would reduce visual impacts. Further, the local agencies, including the City of Morgan Hill, specifically supports the idea of solar energy generating facilities in the City's gateway areas as discussed in Appendix E, Letters of Support, and the City of Morgan Hill feels it would be a "gateway" entrance into the Silicon Valley. Refer to Section 2.2.5, VISUAL/AESTHETICS, and the Visual Impact Assessment (VIA) for further details.

Table 2.2.1-4 (Continued). Consistency Analysis with the Morgan Hill General Plan Goals and Policies for Sites 4 and 5

Goals and Policies	Consistency with State
Goal Community-17: Efficient police, fire and emergency medical response and services.	**Consistent.** The proposed Project would be entirely within operating ROW, in areas of land that are currently vacant. Temporary impacts may occur during construction; however, avoidance, minimization, and/or mitigation measures are provided to reduce impacts to emergency services and traffic. No permanent impacts are anticipated. Refer to Section 2.2.4, TRAFFIC AND TRANSPORTATION / PEDESTRIAN AND BICYCLE FACILITIES, for further detail
Policy Community-6a: Avoid development in areas of natural hazards such as landslide and flood prone areas (see related policies in Open Space and Conservation and Public Safety Elements).	**Consistent.** Sites 4 and 5 are not located in an area designated as a landslide or flood prone area.
Policy Community-6c: Evaluate potential impacts of development projects on adjacent uses in initial environmental assessments and EIRs.	**Consistent.** This IS/MND serves to comply with this policy. Chapter 2 of this IS/MND evaluates impacts to 20 different environmental resources. As discussed in these sections, avoidance, minimization, and/or mitigation measures have been provided to minimize potential significant effects from project-related activities.
Policy Community-11a: Encourage industrial development as a means of diversifying the economic base.	**Consistent.** The proposed Project would us existing ROW to provide PV solar power systems at Sites 4 and 5. Often, renewable energy projects are considered an industrial land use. The proposed Project would use land that is otherwise vacant under the airspace lease agreement with the Department. This proposed project would provide “green jobs” for the construction and operation of the PV solar power systems at Sites 4 and 5.
Policy Community-14a: Enhance the visual integrity of the gateways to the city such as the Madrone area north of Cochrane	**Consistent.** Refer to the response for Goal Community-14.

Table 2.2.1-4 (Continued). Consistency Analysis with the Morgan Hill General Plan Goals and Policies for Sites 4 and 5

Goals and Policies	Consistency with State
Road, the Cochrane Road / Monterey Road intersection, Monterey Road south of Watsonville Road, the Cochrane, Dunne and Tennant freeway interchanges, and the railroad station.	
Policy Community-14b: Protect the visual integrity of the scenic gateways to the South County (Pacheco Pass, Hecker Pass, Route 101 south of Gilroy, and the Coyote greenbelt area north of Morgan Hill). (SCJAP 16.06)	**Consistent.** Refer to the response for Goal Community-14.
Policy Community-17b: Promote police and fire security considerations in all structures by ensuring that crime and fire prevention concepts are considered in development and design.	**Consistent.** The proposed Project would include fencing, security lighting, and security cameras. The proposed Project would maintain Sites 4 and 5 for weed abatement, thus reducing the potential for fire.
Circulation Element	
Policy Circulation-1a: Plan, construct and maintain a coordinated and efficient system of local streets and highways throughout the community, meeting local needs and accommodating projected regional and subregional traffic while protecting neighborhoods from cut-through traffic.	**Consistent.** The proposed Project has been designed to take into account any future road improvement projects at Sites 4 and 5, during the life of the solar panel airspace development lease. The project proponent has discussed the project sites with the local jurisdictions and has determined the appropriate setbacks.
Policy Circulation-1b: Plan for roadway system right-of-way based on the assumption that Highway 101 will be 8-lanes wide through the city by 2030**.**	**Consistent.** Refer to the response for Policy Circulation-1a.
Policy Circulation-2d: Work with VTA and Caltrans to ensure widening of Highway 101 to 8 lanes by 2030 to accommodate expected traffic volume, and to plan for and implement appropriate strategies such as ramp metering, speed harmonization, tolling, using available transit and carpool lane capacity, High Occupancy Toll Lanes, or other strategies. Consider encouraging VTA and Caltrans to plan for 10-lanes as appropriate to accommodate future traffic volume beyond 2030.	**Consistent.** Refer to the response for Policy Circulation-1a.
Policy Circulation-2e: Integrate planning for land use and transportation development by insuring that the timing, amount,	**Consistent.** Refer to the response for Policy Circulation-1a.

Table 2.2.1-4 (Continued). Consistency Analysis with the Morgan Hill General Plan Goals and Policies for Sites 4 and 5

Goals and Policies	Consistency with State
and location of urban development is consistent with the development of the transportation system capacity, and that land uses are designed to promote use of appropriate transportation modes in a manner that supports smart growth and sustainable communities principles. (SCJAP 11.05)	
Policy Circulation-3w: Preserve options for future transportation facilities in advance of development by such means as identification of routes, acquisition and/or reservation of rights-of-way, setback of development to accommodate future width lines, and limiting of access along future major arterials. (SCJAP 11.06)	**Consistent.** Refer to the response for Policy Circulation-1a.
Open Space and Conservation	
Goal Open Space-6: Protection of native plants and animals.	**Consistent.** Sites 4 and 5 would be constructed entirely within operating ROW on US-101. Avoidance, minimization, and/or mitigation measures have been provided to reduce any impacts to plants and wildlife. Refer to Section 2.4, BIOLOGICAL ENVIRONMENT, for further detail.
Goal Open Space-7: Conservation of natural resources.	**Consistent.** Refer to response for Goal Open Space-6.
Goal Open Space-8: Preservation of the city's historic identity.	**Consistent.** No known cultural resources are present at Sites 4 and 5. Avoidance, minimization, and/or mitigation measures are provided in the event that unknown cultural resources are discovered during construction activities. Refer to Section 2.2.6, CULTURAL RESOURCES, for further detail.
Policy Open Space-6a: Preserve all fish and wildlife habitats in their natural state whenever possible. Consider development impacts upon wildlife and utilize actions to mitigate those environmental impacts.	**Consistent.** Refer to the response for Goal Open Space-6.
Policy Open Space-6c: Preserve outstanding natural features, such as the skyline of a prominent hill, rock outcroppings, and native and/or historically significant trees.	**Consistent.** Tree removal would occur at Sites 4 and 5. Avoidance, minimization, and/or mitigation measures are provided to reduce the impacts. Refer to Section 2.4, BIOLOGICAL

Table 2.2.1-4 (Continued). Consistency Analysis with the Morgan Hill General Plan Goals and Policies for Sites 4 and 5

Goals and Policies	Consistency with State
	ENVIRONMENT, for further detail.
Policy Open Space-6d: Development shall be designed to conserve soil and avoid erosion. (SCJAP 13.06)	**Consistent.** The proposed Project is located within existing ROW along US-101. The proposed Project would fully conform to the NPDES and SWPPP permits. The proposed Project would maintain a SWPPP and carry out appropriate BMPs Refer to Sections 2.3.2, WATER QUALITY AND STORM WATER RUNOFF, and 2.3.3, GEOLOGY/SOILS/SEISMIC/ TOPOGRAPHY
Policy Open Space-6e: Identify and protect wildlife, rare and endangered plants and animals and heritage resources from loss and destruction. (SCJAP 15.09)	**Consistent.** No threatened or endangered species were found at Sites 4 and 5. No federally-protected species are expected to be impacted as a result of the proposed Project. Avoidance, minimization, and/or mitigation measures are provide to reduce any impacts. Refer to Section 2.4, BIOLOGICAL ENVIRONMENT.
Policy Open Space-7i: Use of renewable energy generation opportunities should be evaluated for all existing and future public buildings and facilities.	**Consistent.** Refer to the responses for Community Goal 11 and Policy Community-11a.
Policy Open Space-7j: The incorporation of renewable energy generating features, like solar panels, should be encouraged in the design of new development and in existing development.	**Consistent.** Refer to the responses for Goal Community-11 and Policy Community-11a.
Public Health and Safety	
Goal Public Health-2: Minimal threat to persons, property and the environment from fire hazards.	**Consistent.** Refer to the response for Goal Community-17 Policy Community-17b.
Goal Public Health-4: The least possible damage to persons and property from flooding.	**Consistent.** Sites 4 and 5 are not located within the FEMA identified 100-year flood zone.

Table 2.2.1-4 (Continued). Consistency Analysis with the Morgan Hill General Plan Goals and Policies for Sites 4 and 5

Goals and Policies	Consistency with State
Goal Public Health-7: Prevention of noise from interfering with human activities or causing health problems.	**Consistent.** Avoidance, minimization, and/or mitigation measures would be implemented during construction. Operation of the proposed Project would have noise levels below any thresholds. Refer to Section 2.3.7, NOISE, for further detail.
Policy Public Health-1a: Limit uses on lands with geologic hazards.	**Consistent.** Sites 4 and 5 are located in a seismically active area. Conformance with the CBC and standard Department design criteria and conformance with avoidance, minimization, and/or mitigation measures would reduce the effects of soil and geologic hazards. Refer to Section 2.3.3, GEOLOGY/SOILS/ SEISMIC/TOPOGRAPHY, for further detail.
Policy Public Health-1c: Direct site preparation in hazardous areas at long-term geologic stability.	**Consistent.** Refer to the response for Policy Public Health-1a.
Policy Public Health-1j: Keep development in hazardous areas to a minimum by encouraging low-density, low-intensity uses and the types of uses least disruptive to the soil and vegetative cover. (SCJAP 15.02a)	**Consistent.** Refer to the response for Policy Public Health-1a. The proposed Project does not include any habitable structures.
Policy Public Health-1m: Prohibit development in areas where increased runoff from the addition of impervious surfaces and drainage would increase the probability of downslope landsliding, or where additional projects would add to the cumulative effect of increased runoff, unless a downslope drainage improvement plan has been approved. (SCJAP 15.02d)	**Consistent.** Site 4 and 5 would increase impervious surface by 0.2 acre at each site. With the drainage provided at the sites and the minimal increase in impervious surfaces, off-site impacts from runoff are not anticipated. Avoidance, minimization, and/or mitigation measures are provided to reduce proposed Project effects. Refer to Sections 2.3.1, HYDROLOGY AND FLOODPLAIN, and 2.3.2, WATER QUALITY AND STORM WATER RUNOFF, for further detail.
Policy Public Health-4n: Require mitigation of any storm water runoff produced by development that occurs beyond that described in the General Plans of the City and County as of 1982. (SCJAP 12.07)	**Consistent.** Refer to the response for Policy Public Health-1m.

Table 2.2.1-4 (Continued). Consistency Analysis with the Morgan Hill General Plan Goals and Policies for Sites 4 and 5

Policy Public Health-4o: Require all local development to provide appropriate mitigation of off-site flooding impacts, including limiting runoff to pre-development levels and/or complete solutions to flooding and local drainage problems in the vicinity of the development, using such methods as detention or retention. (SCJAP 12.08)	**Consistent.** Refer to the response for Policy Public Health-1m.
Policy Public Health-7a: New development projects shall be designed and constructed to meet acceptable exterior noise level standards as follows: • The maximum exterior noise level of 60 dBA Ldn shall be applied in residential areas where outdoor use is a major consideration (e.g., backyards in single-family housing developments and recreation areas in multi-family housing projects). Where the City determines that providing an Ldn of 60 dBA or lower cannot be achieved after the application of reasonable and feasible mitigation, an Ldn of 65 dBA may be permitted. • Indoor noise levels should not exceed an Ldn of 45 dBA in new residential housing units. • Noise levels in new residential development exposed to an exterior Ldn 60 dBA or greater should be limited to a maximum instantaneous noise level (e.g., trucks on busy streets, train warning whistles) in bedrooms of 50 dBA. Maximum instantaneous noise levels in all other habitable rooms should not exceed 55 dBA. The maximum outdoor noise level for new residences near the railroad shall be 70 dBA Ldn, recognizing that train noise is characterized by relatively few loud events.	**Consistent.** Refer to the response for Goal Public Health-7.

Table 2.2.1-4 (Continued). Consistency Analysis with the Morgan Hill General Plan Goals and Policies for Sites 4 and 5

Goals and Policies	Consistency with State
Policy Public Health-7b: The impact of a proposed development project on existing land uses should be evaluated in terms of the potential for adverse community response based on significant increase in existing noise levels, regardless of compatibility guidelines.	**Consistent.** Refer to the response for Goal Public Health-7.
Policy Public Health-7f: Noise levels produced by stationary noise sources associated with new projects shall be considered significant if they substantially exceed ambient noise levels.	**Consistent.** Refer to the response for Goal Public Health-7.

2.2.1.3 Environmental Consequences

Environmental consequences of the proposed Project on land uses were assessed using a qualitative approach. A project would have an adverse land use effect if it would disrupt existing or planned land uses, divide an established community, or conflict with an adopted land use plan or policies (refer to Section 2.2.2, Community Character and Cohesion, for additional analysis).

BUILD ALTERNATIVE

SITE 1

The proposed Project is located within operating ROW, thus within the transportation corridors. No new ROW would be acquired due to the proposed Project, as the PV solar power systems would be constructed within existing ROW under an airspace developmental lease and revenue share operations agreement. The proposed Project is meant to provide renewable energy and would not encourage growth beyond what is envisioned by the City of San Jose. Additionally, the proposed Project would not affect existing or future land uses or require zone changes. The proposed Project is consistent with the SJGP, as discussed in Table 2.2.1-3, Consistency Analysis with the SJGP Goals and Policies for Sites 1 through 3.

SITE 2

The proposed Project is located within operating ROW, thus within the transportation corridors. No new ROW would be acquired due to the proposed Project, as the PV solar power systems would be constructed within existing ROW under an airspace developmental lease and revenue share operations agreement. The proposed Project is meant to provide renewable energy and would not encourage growth beyond what is envisioned by the City of San Jose. Additionally, the proposed Project would not affect existing or future land uses or require zone changes. The proposed Project is consistent with the SJGP, as discussed in Table 2.2.1-3, Consistency Analysis with the SJGP Goals and Policies for Sites 1 through 3.

SITE 3

The proposed Project is located within operating ROW, thus within the transportation corridors. No new ROW would be acquired due to the proposed Project, as the PV solar power systems would be constructed within existing ROW under an airspace developmental lease and revenue share operations agreement. The proposed Project is meant to provide renewable energy and would not encourage growth beyond what is envisioned by the City of San Jose. Additionally, the proposed Project would not affect existing or future land uses or require zone changes. The proposed Project is consistent with the SCJAP as discussed in Table 2.2.1-2, Consistency Analysis with the SCJAP Goals and Policies for Sites 3 through 7. It is also consistent with the SJGP, as discussed in Table 2.2.1-3, Consistency Analysis with the SJGP Goals and Policies for Sites 1 through 3.

SITE 4

The proposed Project is located within operating ROW, thus within the transportation corridors. No new ROW would be acquired due to the proposed Project, as the PV solar power systems would be constructed within existing ROW under an airspace developmental lease and revenue share operations agreement. The proposed Project is meant to provide renewable energy and would not encourage growth beyond what is envisioned by the City of Morgan Hill. Additionally, the proposed Project would not affect existing or future land uses or require zone changes. The proposed Project is consistent with the SCJAP as discussed in Table 2.2.1-2, Consistency Analysis with the South County Joint Area Plan Goals and Policies for Sites 3 through 7. It is also consistent with the MHGP, as discussed in Table 2.2.1-4, Consistency Analysis with the MHGP Goals and Policies for Sites 4 and 5.

SITE 5

The proposed Project is located within operating ROW, thus within the transportation corridors. No new ROW would be acquired due to the proposed Project, as the PV solar power systems would be constructed within existing ROW under an airspace developmental lease and revenue share operations agreement. The proposed Project is meant to provide renewable energy and would not encourage growth beyond what is envisioned by the City of Morgan Hill. Additionally, the proposed Project would not affect existing or future land uses or require zone changes. The proposed Project is consistent with the SCJAP as discussed in Table 2.2.1-2, Consistency Analysis with the SCJAP Goals and Policies for Sites 3 through 7. It is also consistent with the MHGP, as discussed in Table 2.2.1-4, Consistency Analysis with the MHGP Goals and Policies for Sites 4 and 5.

SITE 6

The proposed Project is located within operating ROW, thus within the transportation corridors. No new ROW would be acquired due to the proposed Project, as the PV solar power systems would be constructed within existing ROW under an airspace developmental lease and revenue share operations agreement. The proposed Project is meant to provide renewable energy and would not encourage growth beyond what is envisioned by the Santa Clara County. Additionally, the proposed Project would not affect existing or future land uses or require zone changes. The proposed Project is consistent with the SCCGP as discussed in Table 2.2.1-1, Consistency Analysis with the SCCGP Goals and Policies for Sites 6 and 7. It is also consistent with the SCJAP as discussed in Table 2.2.1-2, Consistency Analysis with the SCJAP Goals and Policies for Sites 3 through 7.

Site 6 is located within the South County Airport ALUCP. The proposed Project would be constructed within the height restrictions of the South County Airport ALUCP. In addition, the proposed Project does not pose a danger to the take-off and landing maneuvers necessary for aircraft, nor would it place habitable buildings within the South County Airport ALUCP. Therefore the proposed Project is consistent with the South County Airport ALUCP.

SITE 7

The proposed Project is located within operating ROW, thus within the transportation corridors. No new ROW would be acquired due to the proposed Project, as the PV solar power systems would be constructed within existing ROW under an airspace developmental lease and revenue share operations agreement. The proposed Project is meant to provide renewable energy and would not encourage growth beyond what is envisioned by Santa Clara County. Additionally, the proposed Project would not affect existing or future land uses or require zone changes. The proposed Project is consistent with the SCCGP as discussed in Table 2.2.1-1, Consistency Analysis with the SCCGP Goals and Policies for Sites 6 and 7. It is also consistent with the SCJAP as discussed in Table 2.2.1-2, Consistency Analysis with the SCJAP Goals and Policies for Sites 3 through 7.

Site 7 is located within the Airport Influence Area of the South County Airport ALUCP. The proposed Project would be constructed within the height restrictions of the South County Airport ALUCP. In addition, the proposed Project does not pose a danger to the take-off and landing maneuvers necessary for aircraft, nor would it place habitable buildings within the South County Airport ALUCP. Therefore the proposed Project is consistent with the South County Airport ALUCP.

CUMULATIVE PROPOSED PROJECT

As a whole, the proposed Project, made up of all seven sites, is located within operating ROW, within the transportation corridor of US-101 from PM 29.0 south to PM 10.3. No new ROW would be required. The proposed Project would be consistent with agency plans, as discussed above. The proposed Project would not affect existing or future land uses and would not encourage growth beyond what is currently planned.

NO BUILD ALTERNATIVE

Under the No Build Alternative, the PV solar power systems would not be constructed and the ROW areas at the seven sites would remain unchanged. Therefore, no impacts related to land use would occur.

2.2.1.4 Avoidance, Minimization, and/or Mitigation Measures

The proposed Project would not result in significant impacts related to existing and future land use. Therefore, no avoidance, minimization, and/or mitigation measures are required.

2.2.2 COMMUNITY CHARACTER AND COHESION

2.2.2.1 Regulatory Setting

Under CEQA, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this proposed Project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the proposed Project's effects.

2.2.2.2 Affected Environment

The proposed Project is located along US-101 at seven sites spanning approximately 19 miles, from the City of San Jose, south to approximately the northern boundary of the City of Gilroy. Sites 1, 2, and 3 are located within the City of San Jose; sites 4 and 5 are located within the City of Morgan Hill; and sites 6 and 7 are located within Santa Clara County. All seven of the proposed Project sites are located within existing State ROW, of which the communities have been built around. Site 1 is located within State ROW that does not have an existing interchange and does not provide a link between the communities on either side of US-101, nor does the State ROW divide the existing communities. Sites 2 through 7 are located within existing interchanges that link the communities on either side of US-101.

2.2.2.3 Environmental Consequences

BUILD ALTERNATIVE

SITE 1

The proposed Project would install PV solar power systems within operating ROW. The proposed Project would not acquire new ROW. The proposed Project would not displace residents or businesses. Residential land uses surround Site 1; however, they are separated by existing wooden fences, existing sound walls, and US-101. Therefore, the proposed Project would not divide an already established community. The proposed Project would result in a change in visual character throughout the Project corridor (refer to Section 2.2.5, Visual/Aesthetics, for further detail); however, it is anticipated that this change would provide a sense of entry into the Silicon Valley (refer to the letters of support, provided in Appendix E) and establish a gateway effect into the Silicon Valley, that is different from what currently exists. It is not known whether this proposed Project, attractive for its green technology potential, would be compatible with generally accepted public ideals of what is attractive. The impacts to community character are considered less than significant.

Construction of the proposed Project is anticipated to last three months and could be performed concurrently with the other six sites. Construction equipment and crews would access Site 1 via driveways established off of Coyote Road on the east and Branham Lane/Discovery Avenue on the west, adjacent to the site (refer to Figure 1-3). All construction activities would occur within operating ROW. Temporary lane closures and an increase in truck traffic may occur as a result of delivering equipment to the

site. Site 1 requires access from the existing, surrounding neighborhood and therefore additional traffic may result in temporary roadway disruptions (refer to Section 2.2.4, Traffic and Transportation/Pedestrian and Bicycle Facilities, for further detail). Although there will be temporary impacts during construction (refer to Sections 2.3.6, Air Quality, and 2.3.7, Noise, for further detail), avoidance and/or minimization measures would reduce these to less than significant. Therefore the impacts to the community character and cohesion would be less than significant with the incorporation of mitigation measures.

SITE 2

The proposed Project would install PV solar power systems within operating ROW. The proposed Project would not acquire new ROW. The proposed Project would not displace residents or businesses and would not divide an already established community. The proposed Project would result in a change in visual character throughout the Project corridor (refer to Section 2.2.5, Visual/Aesthetics, for further detail); however, it is anticipated that this change would provide a sense of entry into the Silicon Valley (refer to the letters of support, provided in Appendix E) and establish a gateway effect into the Silicon Valley, that is different from what currently exists. It is not known whether this proposed Project, attractive for its green technology potential, would be compatible with generally accepted public ideals of what is attractive. The impacts to community character are considered less than significant.

Construction of the proposed Project is anticipated to last three months and could be performed concurrently with the other six sites. Construction equipment and crews would access Site 2 via driveways established off of Silicon Valley Boulevard on the south for the two areas west of US-101 and Rue Ferrari on the east for the area east of US-101 (refer to Figure 1-4). All construction activities would occur within operating ROW. Temporary lane closures and an increase in truck traffic may occur as a result of delivering equipment to the site. In general, these impacts would not be anticipated to go beyond the general vicinity of the interchange (refer to Section 2.2.4, Traffic and Transportation/Pedestrian and Bicycle Facilities, for further detail). Although there will be temporary impacts during construction (refer to Sections 2.3.6, Air Quality, and 2.3.7, Noise, for further detail), avoidance and/or minimization measures would reduce these to less than significant. Therefore the impacts to the community character and cohesion would be less than significant with the incorporation of mitigation measures.

SITE 3

The proposed Project would install PV solar power systems within operating ROW. The proposed Project would not acquire new ROW. The proposed Project would not displace residents or businesses and would not divide an already established community. The proposed Project would result in a change in visual character throughout the Project corridor (refer to Section 2.2.5, Visual/Aesthetics, for further detail); however, it is anticipated that this change would provide a sense of entry into the Silicon Valley (refer to the letters of support, provided in Appendix E) and establish a gateway effect into the Silicon Valley, that is different from what currently exists. It is not known whether this proposed Project, attractive for its green technology potential, would be compatible with generally accepted public ideals of what is attractive. The impacts to community character are considered less than significant.

Construction of the proposed Project is anticipated to last three months and could be performed concurrently with the other six sites. Construction equipment and crews would access Site 3 via driveways established off of Coyote Creek Golf Drive (refer to Figure 1-5). All construction activities would occur within operating ROW. Temporary lane closures and an increase in truck traffic may occur as a result of delivering equipment to the site. In general, these impacts would not be anticipated to go beyond the general vicinity of the interchange (refer to Section 2.2.4, Traffic and Transportation / Pedestrian and Bicycle Facilities, for further detail). Although there will be temporary impacts during construction (refer to Sections 2.3.6, Air Quality, and 2.3.7, Noise, for further detail), avoidance and/or minimization measures would reduce these to less than significant. Therefore the impacts to the community character and cohesion would be less than significant with the incorporation of mitigation measures.

SITE 4

The proposed Project would install PV solar power systems within operating ROW. The proposed Project would not acquire new ROW. The proposed Project would not displace residents or businesses and would not divide an already established community. The proposed Project would result in a change in visual character throughout the Project corridor (refer to Section 2.2.5, Visual/Aesthetics, for further detail); however, it is anticipated that this change would provide a sense of entry into the Silicon Valley (refer to the letters of support, provided in Appendix E) and establish a gateway effect into the Silicon Valley, that is different from what currently exists. It is not known whether this proposed Project, attractive for its green technology potential, would be compatible with generally accepted public ideals of what is attractive. The impacts to community character are considered less than significant.

Construction of the proposed Project is anticipated to last three months and could be performed concurrently with the other six sites. Construction equipment and crews would access Site 4 via driveways established off of East Dunne Avenue (refer to Figure 1-6). Temporary lane closures and an increase in truck traffic may occur as a result of delivering equipment to the site. In general, these impacts would not be anticipated to go beyond the general vicinity of the interchange (refer to Section 2.2.4, Traffic and Transportation / Pedestrian and Bicycle Facilities, for further detail). Although there will be temporary impacts during construction (refer to Sections 2.3.6, Air Quality, and 2.3.7, Noise, for further detail), avoidance and/or minimization measures would reduce these to less than significant. Therefore the impacts to the community character and cohesion would be less than significant with the incorporation of mitigation measures.

SITE 5

The proposed Project would install PV solar power systems within operating ROW. The proposed Project would not acquire new ROW. The proposed Project would not displace residents or businesses and would not divide an already established community. The proposed Project would result in a change in visual character throughout the Project corridor (refer to Section 2.2.5, Visual/Aesthetics, for further detail); however, it is anticipated that this change would provide a sense of entry into the Silicon Valley (refer to the letters of support, provided in Appendix E) and establish a gateway effect into the Silicon Valley, that is different from what currently exists. It is not known whether this proposed Project, attractive for its green technology potential,

would be compatible with generally accepted public ideals of what is attractive. The impacts to community character are considered less than significant.

Construction of the proposed Project is anticipated to last three months and could be performed concurrently with the other six sites. Construction equipment and crews would access Site 5 via driveways established off of Tennant Avenue (refer to Figure 1-7). All construction activities would occur within operating ROW. Currently a new Tennant Avenue bridge and a loop ramp are being constructed in the southeast quadrant of Site 5. Temporary lane closures and an increase in truck traffic may occur as a result of delivering equipment to the site; however, the impacts for this proposed Project are anticipated to be less than those from the current bridge and loop-ramp construction activities. In general, these impacts would not be anticipated to go beyond the general vicinity of the interchange (refer to Section 2.2.4, Traffic and Transportation / Pedestrian and Bicycle Facilities, for further detail). Although there will be temporary impacts during construction (refer to Sections 2.3.6, Air Quality, and 2.3.7, Noise, for further detail), avoidance and/or minimization measures would reduce these to less than significant. Therefore the impacts to the community character and cohesion would be less than significant with the incorporation of mitigation measures.

SITE 6

The proposed Project would install PV solar power systems within operating ROW. The proposed Project would not acquire new ROW. The proposed Project would not displace residents or businesses and would not divide an already established community. The proposed Project would result in a change in visual character throughout the Project corridor (refer to Section 2.2.5, Visual/Aesthetics, for further detail); however, it is anticipated that this change would provide a sense of entry into the Silicon Valley (refer to the letters of support, provided in Appendix E) and establish a gateway effect into the Silicon Valley, that is different from what currently exists. It is not known whether this proposed Project, attractive for its green technology potential, would be compatible with generally accepted public ideals of what is attractive. The impacts to community character are considered less than significant.

Construction of the proposed Project is anticipated to last three months and could be performed concurrently with the other six sites. Construction equipment and crews would access Site 6 via driveways established off of East San Martin Avenue (refer to Figure 1-8). Temporary lane closures and an increase in truck traffic may occur as a result of delivering equipment to the site. In general, these impacts would not be anticipated to go beyond the general vicinity of the interchange (refer to Section 2.2.4, Traffic and Transportation / Pedestrian and Bicycle Facilities, for further detail). Although there will be temporary impacts during construction (refer to Sections 2.3.6, Air Quality, and 2.3.7, Noise, for further detail), avoidance and/or minimization measures would reduce these to less than significant. Therefore the impacts to the community character and cohesion would be less than significant with the incorporation of mitigation measures.

SITE 7

The proposed Project would install PV solar power systems within operating ROW. The proposed Project would not acquire new ROW. The proposed Project would not displace residents or businesses and would not divide an already established

community. The proposed Project would result in a change in visual character throughout the Project corridor (refer to Section 2.2.5, Visual/Aesthetics, for further detail); however, it is anticipated that this change would provide a sense of entry into the Silicon Valley (refer to the letters of support, provided in Appendix E) and establish a gateway effect into the Silicon Valley, that is different from what currently exists. It is not known whether this proposed Project, attractive for its green technology potential, would be compatible with generally accepted public ideals of what is attractive. The impacts to community character are considered less than significant.

Construction of the proposed Project is anticipated to last three months and could be performed concurrently with the other six sites. Construction equipment and crews would access Site 7 via driveways established off of Masten Avenue (refer to Figure 1-9). Temporary lane closures and an increase in truck traffic may occur as a result of delivering equipment to the site. In general, these impacts would not be anticipated to go beyond the general vicinity of the interchange (refer to Section 2.2.4, Traffic and Transportation / Pedestrian and Bicycle Facilities, for further detail). Although there will be temporary impacts during construction (refer to Sections 2.3.6, Air Quality, and 2.3.7, Noise, for further detail), avoidance and/or minimization measures would reduce these to less than significant. Therefore the impacts to the community character and cohesion would be less than significant with the incorporation of mitigation measures.

CUMULATIVE PROPOSED PROJECT

The proposed Project would install PV solar power systems at seven sites along US-101 from PM 29.0 to PM 10.3, in Santa Clara County. The proposed Project is entirely within operating ROW and no new ROW would be required. The proposed Project would not displace residents or businesses and would not divide an already established community. The proposed Project would provide a uniting element between the County, City of San Jose, and the City of Morgan Hill, by providing a renewable energy project that highlights the history of technology in the Silicon Valley. Therefore the proposed Project would enhance the community character and cohesion of the approximately 19 miles of US-101.

Construction of the proposed Project is anticipated to last three months and could be performed concurrently at all seven sites. Construction equipment and crews would access the sites via the local roadways. Temporary lane closures and an increase in truck traffic may occur as a result of delivering equipment to the site. In general, these impacts would not be anticipated to go beyond the general vicinity of each site's interchange location (refer to Section 2.2.4, Traffic and Transportation / Pedestrian and Bicycle Facilities, for further detail). Temporary air and noise impacts would occur; however, these impacts are not anticipated to last more than three months (refer to Sections 2.3.6, Air Quality, and 2.3.7, Noise, for further detail). Therefore the impacts to the community would be less than significant with the incorporation of mitigation measures.

NO BUILD ALTERNATIVE

Under the No Build Alternative, the PV solar power systems would not be constructed and the ROW areas at the seven sites would remain unchanged. Therefore, no impacts related to community character and cohesion would occur.

2.2.2.4 Mitigation Measures

Implementation of the following mitigation measures related to Community Character and Cohesion (COMM) would reduce or eliminate any adverse effects of the proposed Project:

COMM-1 Prior to the start of construction, the Project Engineer or Project Contractor shall establish an outreach program to provide a point of contact for nearby residences and businesses that would be adjacent to the proposed Project sites. The program shall maintain a hotline to take messages and to provide updates on construction scheduling and any lane closures and detours, if necessary.

COMM-2 Whenever possible, temporary signage shall be installed notifying the public of closures or detours and the expected duration of the closure.

2.2.3. UTILITIES/EMERGENCY SERVICES

The effects of a project are evaluated to determine if they would result in an adverse impact on the environment. An adverse impact would occur if the proposed Project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered government facilities, the construction of which could cause adverse environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services including fire protection, police protection, or other public facilities.

2.2.3.1 Affected Environment

UTILITIES

SANTA CLARA COUNTY

The Santa Clara Valley Water District (SCVWD) is responsible for water supply, flood protection and watershed management in the County. The SCVWD supplies water to local water retail agencies, such as City of San Jose Water Company, which in turn provides it to their customers. Sanitary sewer flows are collected and transported through more than 270 miles of sewer main by way of six pumping stations to the City of San Jose/Santa Clara Water Pollution Control Plant (WPCP). The WPCP has the capacity to treat 167 million gallons a day of liquid waste (San Jose, *San Jose/Santa Clara Water Pollution Control Plan [WPCP]*, 2010). Garbage collection and waste disposal services are contracted by individual cities throughout the County. SBC, Pacific Bell, AT&T, and MCI provide local telephone service, and cable television is provided by AT&T Broadband. Natural gas and electricity is provided by Pacific Gas & Electric (PG&E).

CITY OF SAN JOSE

In the City of San Jose, water service is provided by the City of San Jose Municipal Water System and storm drainage is provided by the City of San Jose. Wastewater

treatment and disposal is provided by the WPCP, and lines are maintained by the City of San Jose. Commercial solid waste collection in the City of San Jose is provided by a number of non-exclusive service providers and the waste may be disposed of at any of the four privately owned landfills in City of San Jose. Collection of residential waste occurs under exclusive franchise agreements between the City of San Jose and two service providers: Norcal of San Jose and Green Team. Natural gas and electricity is provided by PG&E.

CITY OF MORGAN HILL

The City of Morgan Hill bills residential and business customers for water and sewer services. The water delivered to Morgan Hill customers is exclusively groundwater pumped from a network of wells around the City of Morgan Hill. Morgan Hill's sewer system connects to the South County Regional Wastewater Authority facility in Gilroy. Morgan Hill residents and businesses receive solid waste and recycling services from South Valley Disposal & Recycling, Inc. (SVDR). This facility is jointly owned by the cities of Gilroy and Morgan Hill. Gas and electric service for Morgan Hill is served by PG&E. Telephone service is provided by Verizon and AT&T, and cable television is provided by Charter Communications.

FIRE AND POLICE PROTECTION SERVICES

SANTA CLARA COUNTY

The Santa Clara County Fire Department (SCCFD) is a California Fire Protection District serving Santa Clara County and the communities of Campbell, Cupertino, Los Altos, Los Altos Hills, Los Gatos, Monte Sereno, Morgan Hill and Saratoga. The SCCFD Headquarters Building is located at 14700 Winchester Boulevard in Los Gatos. The SCCFD has 17 fire stations located throughout the County, offering services such as Fire Prevention, Fire Suppression, Fire Investigation, Emergency Medical Services (EMS), and Hazardous Materials Response (Hazmat) (Santa Clara County Fire Department [SCCFD], 2010).

CITY OF MORGAN HILL

The City of Morgan Hill contracts with the SCCFD to provide emergency medical services, fire prevention, and fire suppression services. The SCCFD currently operates two fire stations in Morgan Hill: the El Toro Fire Station, located at 18300 Old Monterey Road; and the Dunne Hill Fire Station, located at 2100 E. Dunne Avenue. Additionally, the California Department of Forestry and Fire Department (CalFIRE) operates a fire station within the Morgan Hill city limits. The Morgan Hill Police Department is located at 16200 Vineyard Boulevard, Morgan Hill, CA 95037. The Morgan Hill Police Department is currently approved for thirty-six sworn officer positions, six paid reserve police officer positions, and twenty non-sworn support positions. Staff are assigned to one of three divisions: Field Operations; Special Operations; or Support Services.

CITY OF SAN JOSE

The San Jose Fire Department (SJFD) serves all of the City of San Jose. The Fire Department Headquarters is located at 170 W. San Carlos Street. There are five battalions that cover 34 fire stations. In 2008, the SJFD employed approximately 753

sworn personnel, 41 non-sworn Fire Communication Dispatchers, and 71 civilian personnel, of which 201 sworn personnel were available daily. The San Jose Police Department (SJPD) is located at 201 W. Mission Street, San Jose, CA 95110. The SJPD is administered by a command staff including the Chief, Assistant Chief and four Deputy Chiefs, presiding over an Operations Command divided into four Bureaus. The SJPD employs more than 1,300 sworn officers in four Bureaus comprised of 11 divisions with more than 67 specialized units and assignments.

PROPOSED PROJECT SITES 1 THROUGH 7

A Phase I Initial Site Assessment (ISA) (RBF Consulting, September 2010) was prepared for the proposed Project. The ISA site visits took place on August 9, 2010. PG&E utility pole interconnection point information was obtained from the proposed Project's Engineers.

SITE 1

Culverts with sandbags were observed under a berm in the western portion of Site 1. Site 1 would tie into the local grid at an existing PG&E utility pole (located to the east of the proposed Project site, adjacent to Coyote Road), within operating State ROW and the City of San Jose's ROW.

SITE 2

Utility boxes are located in the western portion of Site 2. Two overhead pole-mounted transformers were observed on one pole within Site 2. Typical roadside utilities such as electrical boxes and overhead power lines were noted. Drainage improvements (i.e. culverts, drains, outfalls) associated with roadway runoff were observed throughout Site 2. Site 2 would require the removal of 120 linear feet of an 18-inch RCP storm drain pipe, which would be replaced with 250 linear feet of 18-inch reinforced concrete pipe (RCP) storm drain piping. Replaced storm drain piping would remain with operating State ROW, in the general vicinity of the existing pipe location. Site 2 would tie into the local grid at an existing PG&E utility pole (located in the northern portion of the proposed Project Site, adjacent to Rue Ferrari) within operating State ROW.

SITE 3

Drains associated with roadway runoff were observed throughout Site 3. Site 3 would tie into the local grid at an existing PG&E utility pole (located to the east of the proposed Project site, along Coyote Creek Golf Drive), within operating State ROW and the lands of Santa Clara's Valley Transportation Authority ROW.

SITE 4

Water utilities and sewer manholes are located in the southern portion of Site 4. Site 4 would tie into the local grid at an existing PG&E utility pole (located to the east of the proposed Project site, adjacent to East Dunne Avenue), within operating State ROW.

SITE 5

Typical roadside utilities associated with electrical uses were observed within Site 5. Site 5 would tie into the local grid at an existing PG&E utility pole (located to the west of the proposed Project site, adjacent to Tennant Avenue), within operating State ROW.

SITE 6

Concrete and metal culverts were observed throughout Site 6 and appeared to be associated with stormwater runoff facilities. Site 6 would tie into the local grid at an existing PG&E utility pole (located to the west of the proposed Project site, adjacent to East San Martin Avenue and Murphy Avenue), within operating State ROW and Santa Clara County ROW.

SITE 7

Power poles with no transformers were observed within the southern portion of Site 7. Concrete culverts were observed throughout Site 7 and appeared to be associated with roadway runoff. Site 7 would tie into the local grid at an existing PG&E utility pole (located in the northeast quadrant of the proposed Project site) within operating State ROW.

2.2.3.2 Environmental Consequences

BUILD ALTERNATIVE

SITES 1 THROUGH 7

The proposed Project would develop a PV solar power system within operating ROW in order to generate power to be sold to an investor or municipal owned utility. Electrical equipment would be installed to convert direct current (DC) power generated by the PV solar arrays to alternating current (AC) power for connection to the local grid. Typically, within each fenced enclosure, inverters/ transformers and switchgears would be installed on concrete pads. The concrete pads that support the above-ground electrical equipment (inverters, transformers, and switchgear) would extend 12 inches below grade. Outside the fenced enclosure, the AC power connections to the grid would be conveyed in underground conduit, including conduit installed by directional drilling under freeways, ramps and busy roadways, to the selected power poles, many of which are along local roads outside operating ROW. The conveyance of the electrical conduits to reach power poles would be at a depth of four feet.

The majority of the existing utilities located within the proposed Project limits would be protected in place. The only existing utility that is anticipated to be relocated during construction (including directional drilling) or operation of the proposed Project is located within Site 2. Site 2 would require the removal of 120 linear feet of an 18-inch RCP storm drain pipe, which would be replaced with 250 linear feet of 18-inch RCP storm drain piping. Replaced storm drain piping would remain with operating ROW, in the general vicinity of the existing pipe location. No temporary curtailment of utility services is expected to occur at any of the seven proposed Project sites.

The proposed Project is not anticipated to result in an increase in demand to utilities in the area; however, avoidance and/or minimization measures requiring the use of

Underground Service Alert (USA) would be required to ensure that utility services are not interrupted during construction of the underground conduits.

Emergency response times for fire, police, and ambulance providers are not anticipated to change as a result of the proposed Project. Temporary delays in emergency service response times may occur during construction of the proposed Project, when equipment is moved to and from the sites, and avoidance and/or minimization measures would be required for temporary impacts to emergency service response times and response routes. This would include a Traffic Management Plan (TMP) and coordination with all public service and emergency response agencies to inform them of any detours or delays resulting from construction activities. The proposed Project is not anticipated to result in increased demand on emergency services.

Operation of the proposed Project would not result in an increase in demand for utilities or emergency services. No substantial adverse effects to existing utilities and service systems would occur as a result of the proposed Project. No additional temporary or operational impacts are expected with implementation of the proposed Project.

Avoidance and/or minimization measures are provided to ensure that disruption to services and impacts to the facilities are minimized or avoided during the construction phase.

CUMULATIVE PROPOSED PROJECT

The proposed Project would develop PV solar power systems within operating ROW at seven locations on US-101 between PM 29.0 and PM 10.3. The majority of the existing utilities located within the proposed Project limits would be protected in place. Operation of the proposed Project would not result in an increase in demand for utilities or emergency services. No substantial adverse effects to existing utilities and service systems would occur as a result of the proposed Project. No additional temporary or operational impacts are expected with implementation of the proposed Project.

No temporary curtailment of utility services is expected to occur. The proposed Project is not anticipated to result in an increase in demand to utilities in the area; however, avoidance and/or minimization measures requiring the use of USA would be required to ensure that utility services are not interrupted during construction of the underground conduits.

Emergency response times for fire, police, and ambulance providers are not anticipated to change as a result of the proposed Project. Temporary delays in emergency service response times may occur near each of the seven sites during construction of the proposed Project, when equipment is moved to and from the sites. Avoidance and/or minimization measures would be required for temporary impacts to emergency service response times and response routes. This would include a TMP and coordination with all public service and emergency response agencies to inform them of any detours or delays resulting from construction activities.
Avoidance and/or minimization measures are provided to ensure that disruption to services and impacts to the facilities are minimized or avoided during the construction phase.

NO BUILD ALTERNATIVE

Under the No Build Alternative, existing utilities services and community facilities would not be affected as the PV solar power systems would not be constructed the ROW areas at the seven sites would remain unchanged. Therefore, no impacts related to utilities/emergency services would occur.

2.2.3.3 Avoidance and/or Minimization Measures

Implementation of the following measures related to Utilities and Emergency Services (UE) would reduce or eliminate the adverse effects of the proposed Project:

UE-1 Prior to commencement of construction, the Project Engineer shall notify service purveyors in the vicinity to verify that the proposed activities will not disrupt services to the community.

UE-2 The Project Engineer shall coordinate with the California Highway Patrol, City of San Jose Police and Fire Department, City of Morgan Hill Police and Fire Department, Santa Clara County Sheriff Department, and the Santa Clara County Fire Department (part of the California Fire District), local public and private ambulance and paramedic providers, and the public school districts in the vicinity of each site, to provide information on construction schedule, duration of any lane closures, if necessary, details regarding the schedule of the movement of equipment to and from the site, alternate routes at the time of the equipment movement, and to provide contact information in case of changing construction activities.

UE-3 At least 48 hours prior to commencement of excavation work, the Construction Contractor shall contact Underground Service Alert (USA) to verify the nature and location of other existing underground utilities, and to avoid the unplanned disruption of pipes or service lines during construction activities.

UE-4 A Traffic Management Plan (TMP) shall be developed by the project contractor and approved by the Department prior to construction of any PV solar power system at the seven sites. This TMP shall consist of prior notices, adequate sign-posting, and sidewalk detours. The TMP shall specify implementation timing of each plan element (prior noticing, sign-posting) as determined appropriate by the Department.

2.2.4 TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES

2.2.4.1 Regulatory Setting

The Department, as assigned by the Federal Highway Administration (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a

potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

The Department is committed to carrying out the 1990 Americans with Disabilities Act (ADA) by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

2.2.4.2 Affected Environment

SITE 1

Site 1 is located within Department and the City of San Jose ROW. The PV solar modules are located within Department ROW. The access roads are located within the City of San Jose ROW. The interconnect point is located on the east side of Site 1, within City of San Jose ROW. Branham Lane is considered a major collector street by the San Jose General Plan (SJGP). Branham Lane is also an existing bicycle route from Cherry Avenue to Monterey Highway. The SJGP and the *Envision San Jose 2040 General Plan: Draft Existing Conditions Report* (October 2008) show a future Class II bicycle route over US-101 at Branham Lane; however, there are currently no plans for a bicycle/pedestrian overcrossing of US-101 at this location at this time. No trail routes are identified within or adjacent to the proposed Project boundaries at Site 1. There are currently no plans to construct the Branham Lane interchange because the distance to the US-101/Blossom Hill Road interchange does not conform to the Department's interchange spacing policy. In addition, the City of San Jose is not pursuing the interchange because of public opposition.

SITE 2

Site 2 is located entirely within Department ROW. The SJGP and the *Envision San Jose 2040 General Plan: Draft Existing Conditions Report* (October 2008) identifies Silicon Valley Road as a future Class II bicycle route. No trail routes are identified within or adjacent to the proposed Project boundaries at Site 2.

SITE 3

Site 3 is located within Department and Santa Clara Valley Transit Authority (VTA) ROW. The majority of the proposed Project is located within Department ROW. The interconnect point is located on the east side of Site 3, within Santa Clara VTA ROW. No bicycle routes or trail routes are identified within or adjacent to the proposed Project boundaries at Site 3.

SITE 4

Site 4 is located entirely within Department ROW. The Morgan Hill General Plan (MHGP) Circulation Update identifies East Dunne Avenue as an existing Class II bicycle route. No trail routes are identified within or adjacent to the proposed Project boundaries at Site 4.

SITE 5

Site 5 is located entirely within Department ROW. The MHGP Circulation Update identifies Tennant Avenue as a proposed Class II bicycle route. No trail routes are identified within or adjacent to the proposed Project boundaries at Site 5. Site 5 is currently under construction to add a northbound loop on-ramp in the southeast quadrant and widen Tennant Avenue and the overcrossing structure.

SITE 6

Site 6 is located within Department and Santa Clara County ROW. The majority of the proposed Project is located within Department ROW. The interconnect point is located on the west side of Site 6, on the border of the Department and Santa Clara County ROW lines. The County Wide Trails Master Plan Update (November 1995) identifies San Martin Avenue as a proposed on-street bicycle route with a parallel trail through the US-101/San Martin Avenue interchange.

SITE 7

Site 7 is located entirely within Department ROW. No bicycle or trail routes are identified within or adjacent to the proposed Project boundaries at Site 7.

2.2.4.3 Environmental Consequences

BUILD ALTERNATIVE

SITE 1

The proposed Project would construct a PV solar power system at Site 1. Access roads and associated driveways would be constructed within the proposed Project area via Coyote Road on the east and Branham Lane/Discovery Avenue on the west, adjacent to the project sites (refer to Figure 1-3). No access to Site 1 would be provided from US-101. The proposed Project would not change the existing roadways configurations.

No impacts would occur to bicycle or trail routes, and no changes to the existing roadways would occur. No impact would occur to transit routes as no changes to the existing roadways would occur. No impacts would occur to the operation of the roadway facilities, as no improvements would occur to the existing roadways.

The proposed Project is not anticipated to introduce traffic to Site 1, as the proposed Project would not generate traffic. It is anticipated that one vehicle would visit the site once per month in order for crew members to perform routine maintenance. The introduction of one vehicle per month at the site would not change the existing operation levels of the roadway network. Therefore, impacts to the existing roadway operations are considered less than significant.

Construction of the proposed Project is anticipated to take three months and could be performed concurrently with the other six sites. The majority of the construction activities would occur within existing ROW. The use of directional drilling to connect each portion of the site to the interconnect point would avoid the need for lane closures

due to construction-related activities both on local roadways as well as on US-101. However, in the event that lane closures are necessary, these lane closures would be temporary in nature and the roadways would be returned to their original state at the end of the proposed Project construction. Temporary traffic delays may occur during construction of the proposed Project, when equipment is moved to and from the sites. These temporary impacts are considered less than significant with the incorporation of avoidance and/or minimization measures.

Because all work would occur within operating ROW and not on the existing roadways, it is not anticipated that bicycle lane closures would be necessary during construction. No impacts to the bicycle route are anticipated to occur during construction as no roadway improvements are being proposed.

Areas of the sidewalk along Coyote Road and Branham Lane/Discovery Avenue that cross the access driveways may be temporarily impacted while driveways are constructed for the access roads. Any sidewalk closures would be temporary in nature, approximately three months, and ultimately, any changes to the sidewalks in the vicinity of the access roads would be ADA compliant. This impact is considered less than significant.

SITE 2

The proposed Project would construct a PV solar power system at Site 2. Access roads and associated driveways would be constructed within the proposed Project area via Silicon Valley Boulevard on the south for the two area west of US-101 and Rue Ferrari on the east for the area east of US-101 (refer to Figure 1-4). No access to Site 2 would be provided from US-101. The proposed Project would not change the existing roadways configurations.

No impacts would occur to bicycle or trail routes, and no changes to the existing roadways would occur. No impact would occur to transit routes as no changes to the existing roadways would occur. No impacts would occur to the operation of the roadway facilities, as no improvements would occur to the existing roadways.

The proposed Project is not anticipated to introduce traffic to Site 2, as the proposed Project would not generate traffic. It is anticipated that one vehicle would visit the site once per month in order for crew members to perform routine maintenance. The introduction of one vehicle per month at the site would not change the existing operation levels of the roadway network. Therefore, impacts to the existing roadway operations are considered less than significant.

Construction of the proposed Project is anticipated to take three months and could be performed concurrently with the other six sites. The majority of the construction activities would occur within existing ROW. The use of directional drilling to connect each portion of the site to the interconnect point would avoid the need for lane closures due to construction-related activities both on local roadways as well as on US-101. However, in the event that lane closures are necessary, these lane closures would be temporary in nature and the roadways would be returned to their original state at the end of the proposed Project construction. Temporary traffic delays may occur during construction of the proposed Project, when equipment is moved to and from the sites.

These temporary impacts are considered less than significant with the incorporation of avoidance and/or minimization measures.

Because all work would occur within operating ROW and not on the existing roadways, it is not anticipated that bicycle lane closures would be necessary during construction. No impacts to the bicycle route are anticipated to occur during construction as no roadway improvements are being proposed.

Areas of the sidewalk along Silicon Valley Boulevard and Rue Ferrari that cross the access driveways may be temporarily impacted while driveways are constructed for the access roads. Any sidewalk closures would be temporary in nature, approximately three months, and ultimately, any changes to the sidewalks in the vicinity of the access roads would be ADA compliant. This impact is considered less than significant.

SITE 3

The proposed Project would construct a PV solar power system at Site 3. Access roads and associated driveways would be constructed within the proposed Project area via Coyote Creek Golf Drive (refer to Figure 1-5). No access to Site 3 would be provided from US-101. The proposed Project would not change the existing roadways configurations.

No impacts would occur to bicycle or trail routes, and no changes to the existing roadways would occur. No impact would occur to transit routes as no changes to the existing roadways would occur. No impacts would occur to the operation of the roadway facilities, as no improvements would occur to the existing roadways.

The proposed Project is not anticipated to introduce traffic to Site 3, as the proposed Project would not generate traffic. It is anticipated that one vehicle would visit the site once per month in order for crew members to perform routine maintenance. The introduction of one vehicle per month at the site would not change the existing operation levels of the roadway network. Therefore, impacts to the existing roadway operations are considered less than significant.

Construction of the proposed Project is anticipated to take three months and could be performed concurrently with the other six sites. The majority of the construction activities would occur within existing ROW. The use of directional drilling to connect each portion of the site to the interconnect point would avoid the need for lane closures due to construction-related activities both on local roadways as well as on US-101. However, in the event that lane closures are necessary, these lane closures would be temporary in nature and the roadways would be returned to their original state at the end of the proposed Project construction. Temporary traffic delays may occur during construction of the proposed Project, when equipment is moved to and from the sites. These temporary impacts are considered less than significant with the incorporation of avoidance and/or minimization measures.

Because all work would occur within operating ROW and not on the existing roadways, it is not anticipated that bicycle lane closures would be necessary during construction. No impacts to the bicycle route are anticipated to occur during construction as no roadways improvements are being proposed.

There are no existing sidewalks on Coyote Creek Golf Drive; therefore, no impacts would occur to sidewalks at Site 3.

SITE 4

The proposed Project would construct a PV solar power system at Site 4. Access roads and associated driveways would be constructed within the proposed Project area via East Dunne Avenue (refer to Figure 1-6). No access to Site 4 would be provided from US-101. The proposed Project would not change the existing roadways configurations.

No impacts would occur to bicycle or trail routes, and no changes to the existing roadways would occur. No impact would occur to transit routes as no changes to the existing roadways would occur. No impacts would occur to the operation of the roadway facilities, as no improvements would occur to the existing roadways.

The proposed Project is not anticipated to introduce traffic to Site 4, as the proposed Project would not generate traffic. It is anticipated that one vehicle would visit the site once per month in order for crew members to perform routine maintenance. The introduction of one vehicle per month at the site would not change the existing operation levels of the roadway network. Therefore, impacts to the existing roadway operations are considered less than significant.

Construction of the proposed Project is anticipated to take three months and could be performed concurrently with the other six sites. The majority of the construction activities would occur within existing ROW. The use of directional drilling to connect each portion of the site to the interconnect point would avoid the need for lane closures due to construction-related activities both on local roadways as well as on US-101. However, in the event that lane closures are necessary, these lane closures would be temporary in nature and the roadways would be returned to their original state at the end of the proposed Project construction. Temporary traffic delays may occur during construction of the proposed Project, when equipment is moved to and from the sites. These temporary impacts are considered less than significant with the incorporation of avoidance and/or minimization measures.

Because all work would occur within operating ROW and not on the existing roadways, it is not anticipated that lane closures would be necessary during construction. East Dunne Avenue, Site 4, is identified as an existing bicycle route. No impacts to the bicycle route are anticipated to occur during construction as no roadway improvements are being proposed.

Areas of the sidewalk along East Dunne Avenue that cross the access driveways may be temporarily impacted while driveways are constructed for the access roads. Any sidewalk closures would be temporary in nature, approximately three months, and ultimately, any changes to the sidewalks in the vicinity of the access roads would be ADA compliant. This impact is considered less than significant.

SITE 5

The proposed Project would construct a PV solar power system at Site 5. Access roads and associated driveways would be constructed within the proposed Project area

via Tennant Avenue (refer to Figure 1-7). No access to Site 5 would be provided from US-101. The proposed Project would not change the existing roadways configurations.

No impacts would occur to bicycle or trail routes, and no changes to the existing roadways would occur. No impact would occur to transit routes as no changes to the existing roadways would occur. No impacts would occur to the operation of the roadway facilities, as no improvements would occur to the existing roadways.

The proposed Project is not anticipated to introduce traffic to Site 5, as the proposed Project would not generate traffic. It is anticipated that one vehicle would visit the site once per month in order for crew members to perform routine maintenance. The introduction of one vehicle per month at the site would not change the existing operation levels of the roadway network. Therefore, impacts to the existing roadway operations are considered less than significant.

Construction of the proposed Project is anticipated to take three months and could be performed concurrently with the other six sites. The majority of the construction activities would occur within existing ROW. The use of directional drilling to connect each portion of the site to the interconnect point would avoid the need for lane closures due to construction-related activities both on local roadways as well as on US-101. However, in the event that lane closures are necessary, these lane closures would be temporary in nature and the roadways would be returned to their original state at the end of the proposed Project construction. Temporary traffic delays may occur during construction of the proposed Project, when equipment is moved to and from the sites. These temporary impacts are considered less than significant with the incorporation of avoidance and/or minimization measures.

Because all work would occur within operating ROW and not on the existing roadways, it is not anticipated that lane closures would be necessary during construction. No impacts to the bicycle route are anticipated to occur during construction as no roadway improvements are being proposed.

Areas of the sidewalk along Tennant Avenue that cross the access driveways may be temporarily impacted while driveways are constructed for the access roads. Any sidewalk closures would be temporary in nature, approximately three months, and ultimately, any changes to the sidewalks in the vicinity of the access roads would be ADA compliant. This impact is considered less than significant.

SITE 6

The proposed Project would construct a PV solar power system at Site 6. Access roads and associated driveways would be constructed within the proposed Project area via East San Martin Avenue (refer to Figure 1-8). No access to Site 6 would be provided from US-101. The proposed Project would not change the existing roadways configurations.

No impacts would occur to bicycle or trail routes, and no changes to the existing roadways would occur. No impact would occur to transit routes as no changes to the existing roadways would occur. No impacts would occur to the operation of the roadway facilities, as no improvements would occur to the existing roadways.

The proposed Project is not anticipated to introduce traffic to Site 6, as the proposed Project would not generate traffic. It is anticipated that one vehicle would visit the site once per month in order for crew members to perform routine maintenance. The introduction of one vehicle per month at the site would not change the existing operation levels of the roadway network. Therefore, impacts to the existing roadway operations are considered less than significant.

Construction of the proposed Project is anticipated to take three months and could be performed concurrently with the other six sites. The majority of the construction activities would occur within existing ROW. The use of directional drilling to connect each portion of the site to the interconnect point would avoid the need for lane closures due to construction-related activities both on local roadways as well as on US-101. However, in the event that lane closures are necessary, these lane closures would be temporary in nature and the roadways would be returned to their original state at the end of the proposed Project construction. Temporary traffic delays may occur during construction of the proposed Project, when equipment is moved to and from the sites. These temporary impacts are considered less than significant with the incorporation of avoidance and/or minimization measures.

Because all work would occur within operating ROW and not on the existing roadways, it is not anticipated that lane closures would be necessary during construction. No impacts to the bicycle route are anticipated to occur during construction as no roadways improvements are being proposed.

There are no existing sidewalks on East San Martin Avenue; therefore, no impacts would occur to sidewalks at Site 6.

SITE 7

The proposed Project would construct a PV solar power system at Site 7. Access roads and associated driveways would be constructed within the proposed Project area via Masten Avenue (refer to Figure 1-9). No access to Site 7 would be provided from US-101. The proposed Project would not change the existing roadways configurations.

No impacts would occur to bicycle or trail routes, and no changes to the existing roadways would occur. No impact would occur to transit routes as no changes to the existing roadways would occur. No impacts would occur to the operation of the roadway facilities, as no improvements would occur to the existing roadways.

The proposed Project is not anticipated to introduce traffic to Site 7, as the proposed Project would not generate traffic. It is anticipated that one vehicle would visit the site once per month in order for crew members to perform routine maintenance. The introduction of one vehicle per month at the site would not change the existing operation levels of the roadway network. Therefore, impacts to the existing roadway operations are considered less than significant.

Construction of the proposed Project is anticipated to take three months and could be performed concurrently with the other six sites. The majority of the construction activities would occur within existing ROW. The use of directional drilling to connect each portion of the site to the interconnect point would avoid the need for lane closures due to construction-related activities both on local roadways as well as on US-101.

However, in the event that lane closures are necessary, these lane closures would be temporary in nature and the roadways would be returned to their original state at the end of the proposed Project construction. Temporary traffic delays may occur during construction of the proposed Project, when equipment is moved to and from the sites. These temporary impacts are considered less than significant with the incorporation of avoidance and/or minimization measures.

Because all work would occur within operating ROW and not on the existing roadways, it is not anticipated that lane closures would be necessary during construction. No impacts to the bicycle route are anticipated to occur during construction as no roadways improvements are being proposed.

There are no existing sidewalks on Masten Avenue; therefore, no impacts would occur to sidewalks at Site 7.

CUMULATIVE PROPOSED PROJECT

The proposed Project would construct PV solar power systems at seven sites within existing ROW along US-101, from PM 29.0 to PM 10.3. Access roads and associated driveways would be constructed from local roadways; no access would be provided from US-101. The proposed Project would not change the existing local or State roadway configurations. No impacts would occur to bicycle or trail routes, and no changes to the existing roadways would occur. No impact would occur to transit routes as no changes to the existing roadways would occur. No impacts would occur to the operation of the roadway facilities, as no improvements would occur to the existing roadways.

The proposed Project is not anticipated to generate traffic. It is anticipated that one vehicle would visit each of the seven sites once per month in order for crew members to perform routine maintenance. The introduction of one vehicle per month at each site location would not change the existing operation levels of the roadway network. Therefore, impacts to the existing roadway operations are considered less than significant.

Construction of the proposed Project is anticipated to take three months and could be performed at each of the seven sites concurrently. Construction activities would occur within existing ROW. The use of directional drilling to connect each portion of the sites to the interconnect point would avoid the need for lane closures due to construction-related activities both on local roadways as well as on US-101. However, in the event that lane closures are necessary, these lane closures would be temporary in nature and the roadways would be returned to their original state at the end of the proposed Project construction. Temporary traffic delays may occur during construction of the proposed Project, when equipment is moved to and from the sites. These temporary impacts are considered less than significant with the incorporation of avoidance and/or minimization measures.

Because all work would occur within existing ROW and not on the existing roadways, it is not anticipated that bicycle lane closures would be necessary during construction. No impacts to the bicycle route are anticipated to occur during construction as no roadways improvements are being proposed.

Areas of the sidewalk that cross the access driveways at Sites 1, 2, 4, and 5 may be temporarily impacted while driveways are constructed for the access roads. Any sidewalk closures would be temporary in nature, approximately three months or less, and ultimately, any changes to the sidewalks in the vicinity of the access roads would be ADA compliant. Each site is separated by one mile or more, therefore, any temporary sidewalk closures for driveway access would result in less than significant cumulative proposed Project impact.

NO BUILD ALTERNATIVE

Under the No Build Alternative, the PV solar power systems would not be constructed and the ROW areas at the seven sites would remain unchanged. Therefore, no impacts related to traffic and transportation would occur.

2.2.4.4 Avoidance and/or Minimization Measures

Implementation of the following measures related to transportation (T) would reduce or eliminate the effects as related to traffic, transportation, bicycle and pedestrian facilities associated with the proposed Project:

T-1 Prior to the start of construction, the Project Engineer or Project Contractor shall establish an outreach program to provide a point of contact for nearby residences and businesses that would be adjacent to the proposed Project sites. The program shall maintain a hotline to take messages and to provide updates on construction scheduling and any lane closures and detours, if necessary.

T-2 Whenever possible, temporary signage shall be installed notifying the public of closures or detours and the expected duration of the closure.

T-3 The Project Engineer shall coordinate with the California Highway Patrol, City of San Jose Police and Fire Department, City of Morgan Hill Police and Fire Department, Santa Clara County Sheriff Department, and the Santa Clara County Fire Department (part of the California Fire District), local public and private ambulance and paramedic providers, and the public school districts in the vicinity of each site, to provide information on construction schedule, duration of any lane closures, if necessary, details regarding the schedule of the movement of equipment to and from the site, alternate routes at the time of the equipment movement, and to provide contact information in case of changing construction activities.

T-4 A Traffic Management Plan (TMP) shall be developed by the project contractor and approved by the Department prior to construction of any PV solar power systems at the seven sites. This TMP shall consist of prior notices, adequate sign-posting, and sidewalk detours. The TMP shall specify implementation timing of each plan element (prior noticing, sign-posting) as determined appropriate by the Department.

2.2.5 VISUAL / AESTHETICS

2.2.5.1 Regulatory Setting

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of *aesthetic*, natural, scenic and historic environmental qualities." (CA Public Resources Code Section 21001[b])

2.2.5.2 Affected Environment

A Visual Impact Assessment (VIA) was prepared for the proposed Project by RBF Consulting in May 2011. The information contained in this section is based on the analysis conducted for the VIA report, which was conducted in accordance with guidance provided by the Federal Highway Administration (FHWA), which satisfies the requirements of CEQA.

LANDSCAPE UNITS

A landscape unit is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. A landscape unit will often correspond to a place or district that is commonly known among local viewers.

REGIONAL SETTING

The regional landscape establishes the general visual environment of the proposed Project; however, the specific visual environment upon which this assessment focuses is determined by defining landscape units and the proposed Project viewshed; refer to Figures 2.2.5-1 through 2.2.5-4, Landscape Units, provided in Appendix F.

The regional landscape of northwest Santa Clara County is characterized by the San Francisco Bay to the northwest, the Santa Clara Valley (generally 15 feet to 275 feet above mean sea level [msl]), the Diablo Range to the east (Discovery Peak, approximately 3,700 feet in elevation; Mount Hamilton, approximately 4,360 feet in elevation), and the Santa Cruz Mountains to the west (Loma Prieta Peak, approximately 3,785 feet in elevation; Mount Umunhum, approximately 3,485 feet in elevation). The Santa Clara Valley is ringed by rolling hills and runs the entire length of the County from north to south. Coyote Creek runs the length of the Santa Clara Valley. The Diablo Range covers the entire eastern half of the County, and consists of grasslands, brush, and oak savannah. The Santa Cruz Mountains contain rolling grasslands and oak-studded foothills adjacent to the valley, and mixed hardwoods and dense evergreen forests exist in the higher elevations toward the west. The US-101 corridor is urban in nature within incorporated city areas, and rural in nature within unincorporated county areas. Views from this corridor generally consist of urban development and rural land. Views to ridgetops associated with the Diablo Range to the east and the Santa Cruz Mountains to the west are afforded within the US-101 corridor.

SITE 1

Landscape Unit 1 (LU1) includes Site 1, which consists of two flat, undeveloped portions of land to the east and west of US-101. LU1 includes the land uses surrounding Site 1, which consists of the US-101 corridor, commercial land uses to the east, residential land uses to the east and west of US-101, Great Oaks Park to the west, and Shady Oaks Park to the east. Coyote Creek and Coyote Creek Trail are located in the eastern portion of LU1. LU1 is relatively flat, with elevations ranging from approximately 185 to 195 feet above msl.

SITE 2

Landscape Unit 2 (LU2) includes Site 2, which consists of three flat, undeveloped portions of land to the east and west of US-101. LU2 consists of the surrounding US-101 corridor, residential land uses to the west, commercial land uses located to the east and west, and undeveloped land to the east of the proposed Project. Coyote Creek and Coyote Creek Trail are located in the eastern portion of LU2. LU2 is located in a generally flat area, with elevations ranging from approximately 200 to 300 feet above msl.

SITE 3

Landscape Unit 3 (LU3) includes Site 3, which consists of four undeveloped portions of land within the northeast, southeast, northwest, and southwest quadrants of the US-101/Coyote Creek Golf Drive interchange. Site 3 is bisected by US-101 in a north/south direction and by Coyote Creek Golf Drive in an east/west direction. Coyote Creek Golf Club and undeveloped land to the east and west of US-101 are located within LU3. Coyote Creek and Coyote Creek Trail are located in the western portion of LU3. LU3 is located in a rural area characterized by gently rolling hills, with elevations ranging from approximately 300 to 550 feet above msl.

SITE 4

Landscape Unit 4 (LU4) includes Site 4, which consists of three flat, undeveloped portions of land within the northeast, southwest, and northwest quadrants of the US-101/East Dunne Avenue interchange. LU4 includes the land uses surrounding Site 4, which consist of the US-101 corridor, residential, commercial, institutional, and undeveloped land uses to the east and west of US-101. LU4 is relatively flat, with elevations ranging from approximately 345 to 365 feet above msl.

SITE 5

Landscape Unit 5 (LU5) includes Site 5, which consists of three flat, undeveloped portions of land within the northeast, southwest, and northwest quadrants of the US-101/Tennant Avenue interchange. LU5 includes the land uses surrounding Site 5, which consist of the US-101 corridor, residential, commercial, institutional, and undeveloped land uses to the east and west of US-101. LU5 is relatively flat, with elevations ranging from approximately 315 to 345 feet above msl.

SITE 6

Landscape Unit 6 (LU6) includes Site 6, which consists of four undeveloped portions of land within the northeast, southeast, northwest, and southwest quadrants of the US-101/East San Martin Avenue interchange. LU6 includes the land uses within the vicinity of Site 6, which include the US-101 corridor, rural residential, commercial, institutional, airport (South County Airport), and undeveloped land uses to the east and west of US-101. Llagas Creek is located along the western boundary of LU6. LU6 is relatively flat, with elevations ranging from approximately 275 to 295 feet above msl.

SITE 7

Landscape Unit 7 (LU7) includes Site 7, which consists of four undeveloped portions of land within the northeast, southeast, northwest, and southwest quadrants of the US-101/Masten Avenue interchange. LU7 consists of the land uses within the vicinity of Site 7, which include the US-101 corridor, rural residential, commercial, agricultural, and undeveloped land uses to the east and west of US-101. Llagas Creek is located within the northern and eastern portions of LU7. LU7 is relatively flat, with elevations ranging from approximately 235 to 260 feet above msl.

VIEWSHEDS

A viewshed is a subset of a landscape unit and is comprised of all the surface areas visible from an observer's viewpoint. The limits of a viewshed are defined as the visual limits of the views located from the proposed Project. The viewshed also includes the locations of viewers likely to be affected by visual changes brought about by proposed Project features.

PROPOSED PROJECT

Based on the site visit conducted on September 14, 2010, scattered views are from surrounding urban land uses within a one-mile radius of the proposed Project. The majority of views to the proposed Project are from northbound and southbound travel lanes along US-101, and adjoining residential, commercial, and recreational land uses to the east and west. The majority of views to the proposed Project area from more distant locations are screened by existing topography, structures, and vegetation that limit the viewshed to the proposed Project.

SITE 1

The majority of views to Site 1 within LU1 are from travelers in the northbound and southbound lanes of US-101. Views of Site 1 are partially afforded from residential and commercial uses to the east and west. Site 1 is not visible from recreational users of Great Oaks Park due to intervening residential structures, mature trees, and varying topography. Recreational users of Coyote Creek Trail do not have views to Site 1 due to intervening trees along Coyote Creek.

SITE 2

The majority of views to Site 2 within LU2 are from travelers in the northbound and southbound lanes of US-101. The commercial/office uses on the east side of US-101

have views to Site 2. Residential uses to the west of US-101 would have limited views to Site 2 due to mature trees and block walls separating the residential uses from the US-101 southbound off-ramp. Views to Site 2 would occur from residential uses to the east of US-101 located at a higher elevation than Site 2. Also, recreational users of Coyote Creek Trail would have limited views to Site 2 due to intervening trees along Coyote Creek.

SITE 3

The majority of views to Site 3 within LU3 are from travelers in the northbound and southbound lanes of US-101, those utilizing the northbound and southbound US-101 on- and off-ramps, and those traveling east and west on Coyote Creek Golf Drive. Recreational users of the Coyote Creek Golf Club to the west of US-101 have views to Site 3. Coyote Creek Golf Club users to the east of US-101 have limited views to Site 3 due to intervening topography and mature trees. Recreational users of Coyote Creek Trail would have limited views to Site 3 due to distance and intervening trees.

SITE 4

The majority of views to Site 4 within LU4 are from travelers in the northbound and southbound lanes of US-101, those utilizing the northbound and southbound US-101 on- and off-ramps, and those traveling east and west along East Dunne Avenue. Surrounding commercial land uses would have direct views of Site 4. Residential and institutional land uses would have limited views of Site 4 due to intervening structures and mature trees.

SITE 5

The majority of views to Site 5 within LU5 are from travelers in the northbound and southbound lanes of US-101, those utilizing the northbound and southbound US-101 on- and off-ramps, and those traveling east and west along Tennant Avenue. Commercial land uses adjacent to Site 5 would have direct views of the site. Residential and institutional land uses would have limited views of Site 5 due to distance, intervening structures, and mature trees.

SITE 6

The majority of views to Site 6 within LU6 are from northbound and southbound travelers along US-101, those utilizing the US-101 on- and off-ramps, and those traveling east and west along East San Martin Avenue. The commercial, industrial, and sparse rural residential land uses have direct and partial views to Site 6.

SITE 7

The majority of the views to Site 7 within LU7 are from northbound and southbound travelers along US-101, those utilizing the US-101 on- and off-ramps, and those traveling east and west along Masten Avenue. Views to Site 7 also occur from surrounding sparse rural residential, agricultural, and commercial uses.

EXISTING VISUAL CHARACTER AND QUALITY

Visual character is descriptive and non-evaluative, which means it is based on defined attributes that are neither good nor bad. A change in visual character cannot be described as having good or bad attributes until it is compared with the viewer response to that change. If there is public preference for the established visual character of a regional landscape and resistance to a project that would contrast that character, then changes in the visual character can be evaluated.

Visual quality is evaluated by identifying the vividness, intactness, and unity present in the viewshed. FHWA states that this method should correlate with public judgments of visual quality well enough to predict those judgments. This approach is particularly useful in highway planning because it does not presume that a highway project is necessarily an eyesore. This approach to evaluating visual quality can also help identify specific methods for mitigating each adverse impact that may occur as a result of a project. The three criteria for evaluating visual quality can be defined as follows:

> **Vividness** is the visual power or memorability of landscape components as they combine in distinctive visual patterns.
>
> **Intactness** is the visual integrity of the natural and man-built landscape and its freedom from encroaching elements. It can be present in well-kept urban and rural landscapes, as well as in natural settings.
>
> **Unity** is the visual coherence and compositional harmony of the landscape considered as a whole. It frequently attests to the careful design of individual man-made components in the landscape.

Because it is not feasible to analyze all the views in which the proposed Project would be seen, it is necessary to select Key Views that would most clearly display the visual effects of the proposed Project at each site. Key Views also represent the primary viewer groups that would potentially be affected by the proposed Project at each site; refer to Figures 2.2.5-5 through 2.2.5-11, Key View Locations Map, provided in Appendix F, for a visual representation of the Key View locations and their orientation.

Photographic simulations have been utilized to analyze views at a conceptual level of detail of “Existing” and “Proposed” conditions for the proposed Project. Key Views represent public views from both public ROW and publicly accessible areas located adjacent the proposed Project sites.

A scaled rating system of 1 through 7 was used to designate a numerical value. The numerical value of 1 represents a very low unit of measurement and the numerical value of 7 represents a very high unit of measurement. A numerical value for vividness, intactness, and unity was given for existing and proposed conditions within each Key View selected.

PROPOSED PROJECT

Urban development and rural land exist within the vicinity of the proposed Project. The existing visual character varies among each site. The proposed Project area is

generally surrounded by residential, commercial, industrial, recreational, and vacant land uses.

SITE 1

LANDSCAPE UNIT 1

Existing visual resources within LU1 include views to the Diablo Range to the east of Site 1 and the Santa Cruz Mountains to the west. Coyote Creek and Coyote Creek Trail are located adjacent to Site 1 to the east. Vegetation associated with Coyote Creek is visible from Site 1; however, the actual creek is not visible due to intervening mature trees. Man-made features within the viewshed from LU1 consist of residential development. Wall features are present along the boundaries of Site 1, separating Site 1 from the residential uses. Freeway signage is visible as well. Vegetation within LU1 consists of ornamental landscaping, mature trees, and ruderal vegetation. Grasses occurring within Site 1 include wild oats, soft chess, ripgut brome, Italian ryegrass, and foxtail barley. Forbs include purple salsify, yellow star thistle, Italian thistle, prickly lettuce, summer mustard, wild radish, filed bindweed, English plantain, and curly dock. Native forbs within Site 1 include California poppy, narrowleaf milkweed, and Spanish lotus. Mature trees include coast live oak, valley oak, coast redwood, walnut, pine, and Deodar cedar. Trees and vegetation are located throughout the proposed Project site adjoining US-101 as well as within surrounding residential and recreational uses.

The average existing visual quality within LU1 is considered to be moderate. Drivers accessing this portion of US-101 generally have views of adjacent residential development and ornamental landscaping that appears unified. Existing overhead power transmission lines along US-101 detract from Site 1 area's intactness. Background views are afforded to ridgetops associated with the Diablo Range and the Santa Cruz Mountains to the east and west of Site 1.

KEY VIEW 1A (VIEWERS TO THE ROAD)

Key View 1a was taken from a residential area along Fontanelle Drive, looking south toward Site 1; refer to Figure 2.2.5-12, Key View 1a-Existing Condition, provided in Appendix F. Vividness was rated at 5, intactness was rated at 5, and unity was rated at 6, resulting in an overall quality rating of 5.3 (RBF Consulting 2011). The existing visual quality and character of the site is moderately high.

Foreground views consist of the Fontanelle Drive roadway and residential uses. Middleground views include mature trees, ornamental landscaping, street lighting, and residential uses. Background views to the Santa Cruz Mountain ridgetops are afforded from this view location. Residential structures appear to be one to two stories in height, with wood and stucco building materials that consist of varied earth tone colors. Intactness within this Key View is considered to be moderately high. Encroaching features in this Key View include the hardscape of the roadway and telephone lines, and are further reduced by expansive middleground and background views to vegetation and ridgetops. Overall unity is high. Views of the mature trees and vegetation and Santa Cruz Mountain ridgetops provide a visually coherent landscape. Visible hardscape features are softened by existing mature ornamental landscaping and reduce visual intrusion.

KEY VIEW 1B (VIEWERS FROM THE ROAD)

Key View 1b was taken from the northbound US-101 travel lanes, looking north toward Site 1; refer to Figure 2.2.5-13, Key View 1b-Existing Condition, provided in Appendix F. Vividness was rated at 4, intactness was rated at 5, and unity was rated at 6, resulting in an overall quality rating of 5 (RBF Consulting 2011). The existing visual quality and character of the views are moderately high.

Overall vividness in this Key View appears to be moderate. Foreground views are to the northbound US-101 travel lanes and ornamental grasses and landscaping along the eastern and western portions of the freeway. Middleground views include rural residential uses, mature trees, overhead power lines, and freeway signage. Background views are afforded to rolling hills associated with the Diablo Range. Topography appears generally flat along the freeway corridor, with rolling hills in background views. Intactness within this Key View is considered to be moderately high. Overhead power lines and residential structures that are visible in the middleground increase the visible encroachment to freeway travelers. However, the presence of grasses, ornamental landscaping, and mature trees detract from encroaching features. Unity in this Key View is moderately high. Views to vegetation and rolling hills allow moderately high unity throughout this Key View.

SITE 2

LANDSCAPE UNIT 2

Visual resources within LU2 include views to the Diablo Range to the east of the proposed Project and the Santa Cruz Mountains to the west. Coyote Creek and Coyote Creek Trail are located to the east of Site 2. Man-made features within the LU2 viewshed consist of residential, commercial/office, and industrial development. Wall features are present along the boundaries of the residential uses, separating the residential uses from the US-101 southbound off-ramp. Freeway signage is also visible within LU2. Vegetation associated with Coyote Creek is visible to the east within LU2. Vegetation within LU2 consists of ornamental landscaping, mature trees, grassland, and ruderal vegetation. The vegetative palette within Site 2 is similar to that discussed for Site 1. Mature trees within Site 2 include coast live oak, valley oak, coast redwood, walnut, pine, and Deodar cedar. Trees and vegetation are located throughout the proposed Project area adjoining US-101 as well as within surrounding uses.

The average existing visual quality within LU2 is considered to be moderate. Drivers traveling this portion of US-101 generally have views of adjacent residential, commercial/office, and industrial development. These land uses, the mature trees, and ornamental landscaping appear fairly unified. Existing overhead power transmission lines and soundwalls along US-101 detract from the intactness of LU2. Background views are afforded to ridgetops associated with the Diablo Range and the Santa Cruz Mountains to the east and west of Site 2.

KEY VIEW 2A (VIEWERS FROM THE ROAD)

Key View 2a was taken from the US-101 northbound on-ramp, looking north toward Site 2; refer to Figure 2.2.5-14, Key View 2a-Existing Condition, provided in Appendix F. Vividness was rated at 4, intactness was rated at 5, and unity was rated at 5,

resulting in an overall quality rating of 4.7 (RBF Consulting 2011). The existing visual quality and character of the views are moderate.

Overall vividness within this Key View appears to be moderate. Foreground and middleground views consist of the northbound US-101 on-ramp, freeway signage, overhead power lines, grasses, and ornamental landscaping. US-101 in this view is designated by the City of San Jose as an Urban Throughway. Background views are not afforded in this Key View. Overall intactness within this Key View is considered to be moderately high. The existing ornamental landscaping and mature trees along the on-ramp and freeway minimally detract from encroaching power lines and signage. The overhead power lines detract from the visible unity in this view. The presence of existing mature trees and ornamental landscaping increases the unity of this view. Overall unity is moderately high in this Key View.

KEY VIEW 2B (VIEWERS TO THE ROAD)

Key View 2b was taken from a residential area along Basking Road to the east of US-101 and Bernal Road/Silicon Valley Boulevard, looking west toward Site 2; refer to Figure 2.2.5-15, Key View 2b-Existing Condition, provided in Appendix F. Vividness was rated at 6, intactness was rated at 6, and unity was rated at 6, resulting in an overall quality rating of 6 (RBF Consulting 2011). The existing visual quality and character of the views is considered high.

Basking Ridge Avenue roadway, a wooden fence, and vegetation (grasses, shrubs, and trees) are visible in the foreground views. Middleground views to dense vegetation are afforded. Background views are afforded to the ridgetops of the Santa Cruz Mountains, which represent the dominant feature in this Key View. The varying topography and abundance of vegetation in this view provide visual contrast. Overall intactness within this Key View is considered to be high. The trees, vegetation, and background views significantly reduce encroachment from the roadway and fence. Visual intrusion from hardscape features (i.e., roadway and fence) in foreground views is significantly minimized by the color and material of fencing and the presence of mature trees, vegetation, and views of ridgetops throughout this Key View. Overall unity is high in this Key View.

SITE 3

LANDSCAPE UNIT 3

US-101 in LU3 is locally designated as a Rural Scenic Corridor. Visual resources include views to the rolling foothills of the Diablo Range to the east of the proposed Project and the Santa Cruz Mountains to the west. Coyote Creek and Coyote Creek Trail are located adjacent to Site 3 to the west. Vegetation associated with Coyote Creek is visible from LU3. Man-made features within the viewshed from LU3 consist of overhead power transmission lines and freeway signage. Vegetation within LU3 consists of grassland, ruderal vegetation, and mature trees. No mature trees exist within the boundaries of Site 3. The vegetative palette within Site 3 is similar to that discussed for Site 1.

The average existing visual quality within LU3 is considered to be moderately high. Drivers traveling along this portion of US-101 (locally designated as a Rural Scenic

Corridor) generally have views of grasses and rolling hills. Background views are to ridgetops associated with the Diablo Range and the Santa Cruz Mountains to the east and west of Site 3. Existing overhead power transmission lines along US-101 appear to minimally encroach on views within LU3; however, views remain intact.

SITE 3, KEY VIEW 3A (VIEWERS FROM THE ROAD)

Key View 3a was taken from the northbound travel lanes of US-101, looking northwest toward Site 3; refer to Figure 2.2.5-16, Key View 3a-Existing Condition, provided in Appendix F. Vividness was rated at 4, intactness was rated at 5, and unity was rated at 5, resulting in an overall quality rating of 4.7 (RBF Consulting 2011). The existing visual quality and character of the views is considered moderately high.

Vividness in this Key View is considered to be moderate. Foreground views consist of the northbound US-101 travel lanes, the Coyote Creek Drive northbound off-ramp, and overhead power lines. US-101 in this view is designated by the City of San Jose as an Urban Throughway. Middleground views include northbound US-101 travel lanes, bare rolling hills to the east, partially vegetated distant rolling hills to the west, and overhead power lines to the east. Background views are afforded to the ridgetops of the Santa Cruz Mountains to the west. Overall intactness within this Key View is considered to be moderately high. Overhead power lines to the east in foreground and middleground views encroach upon views from freeway travelers. However, the existing rolling hills and ridgetops to the east and west minimize the appearance of encroaching features. Overall unity in this view is moderately high.

SITE 3, KEY VIEW 3B (VIEWERS TO THE ROAD)

Key View 3b was taken from the Coyote Creek Golf Course, looking southeast toward Site 3; refer to Figure 2.2.5-17, Key View 3b-Existing Condition, provided in Appendix F. Vividness was rated at 5, intactness was rated at 5, and unity was rated at 5, resulting in an overall quality rating of 5 (RBF Consulting 2011). The existing visual quality and character of the view is considered moderately high.

Overall vividness in this Key View appears to be moderately high due to the dominance of landscape features throughout the view. Foreground and middleground views consist of a golf cart pathway, a chain link fence, mature trees, grasses, and shrubs. Middleground views also include the Coyote Creek Drive southbound off-ramp, US-101 southbound travel lanes, overhead power lines, and bare rolling hills to the east. Background views are not afforded in this Key View. Overall intactness within this Key View is considered to be moderately high. Encroaching features within this view include the chain-link fence and overhead power lines. Encroachment is reduced significantly with the amount of mature trees and vegetation, and views to rolling hills. The amount of landscape features throughout the view increase unity and minimize the appearance of the pathway, fence, and overhead power lines. The PV panels appear to follow a similar line pattern as the existing chain-link fencing in middleground views. Overall unity in this view is moderately high.

SITE 4

LANDSCAPE UNIT 4

Existing visual resources within LU4 include ridgelines, hillsides, trees, and open space to the east and west of US-101. The City of Morgan Hill has designated the US-101/Dunne Avenue interchange as a scenic gateway to the City of Morgan Hill. Man-made features within the viewshed of LU4 consist of urban development, the East Dunne Avenue overcrossing, commercial signage, freeway signage, and street lights. Vegetation within LU4 consists of grasslands and ruderal vegetation. The vegetative palette within Site 4 is similar to that discussed for Site 1. Mature trees within Site 4 include coast live oak, valley oak, coast redwood, walnut, pine, and Deodar cedar. It is noted that landscaping within Site 4 is of local importance, as the City of Morgan Hill funded the landscaping to enhance this City gateway. Mature trees and vegetation are also present within the surrounding land uses.

The average existing visual quality within LU4 is considered to be moderately high. Views from drivers traveling along this portion of US-101 are generally dominated by open space views. Background views are to the distant hillsides and ridgelines of the Diablo Range and Santa Cruz Mountains to the east and west. These motorists also have views of adjacent residential, commercial, and institutional development. These land uses, mature trees, and distant views appear to be unified. Existing street lights, commercial and freeway signage, and the East Dunne Avenue overcrossing appear to slightly detract from intactness of LU4.

KEY VIEW 4A (VIEWERS FROM THE ROAD)

Key View 4a was taken from the southbound US-101 travel lanes, looking south toward Site 4; refer to Figure 2.2.5-18, Key View 4a-Existing Condition, provided in Appendix F. Vividness was rated at 4, intactness was rated at 4, and unity was rated at 4, resulting in an overall quality rating of 4 (RBF Consulting 2011). The existing visual quality and character of the views is considered moderate.

Vividness in this Key View is considered to be moderate. Foreground and middleground views consist of the southbound US-101 travel lanes, the southbound East Dunne Avenue off-ramp, and grasses along the east and west sides of the freeway. Middleground views also include freeway commercial uses to the east and west, the East Dunne Avenue overcrossing, the East Dunne Avenue northbound on-ramp to the east, mature trees, and rolling hills to the east associated with the Diablo Range. Limited background views are afforded to the ridgetops of the Santa Cruz Mountains to the west. Freeway commercial uses, signage, and the overcrossing structure in the middleground encroaches upon views from freeway travelers. Encroachment is reduced by views to rolling hills and ridgetops which help detract from hardscape features. Overall intactness in this Key View appears to be moderate. Unity in this view is moderate, as the hardscape features of the freeway, overcrossing, signage, and commercial uses dominate this Key View. The presence of rolling hills to the east, ridgetops to the west, and mature trees increase unity.

KEY VIEW 4B (VIEWERS TO THE ROAD)

Key View 4b was taken from a residential area near Diana Avenue, looking south toward Site 4; refer to Figure 2.2.5-19, Key View 4b-Existing Condition, provided in Appendix F. Based on the Visual Quality Evaluation conducted at this Key View, vividness was rated at 4, intactness was rated at 4, and unity was rated at 4, resulting in an overall quality rating of 4 (RBF Consulting 2011). The existing visual quality and character of the views is considered moderate.

Overall vividness in this Key View is moderate. Foreground views consist of the Diana Avenue roadway, a chain-link fence, a street light pole, and grasses. Middleground views include mature trees, grasses, freeway signage, freeway commercial uses, the East Dunne Avenue overcrossing, and vegetated rolling hills to the east. Topography in this view is generally flat in foreground views and varies in middleground and background views to the east. Background views are afforded to distant hillsides associated with the Diablo Range. Overall intactness within this Key View is considered to be moderate. The roadway, chain-link fence, and the freeway signage represent encroaching features in this view. Visible trees, vegetation, and hills in this view increase intactness. Overall unity in this view is moderate. The dominance of vegetative features decreases the appearance of hardscape.

KEY VIEW 4C (VIEWERS TO THE ROAD)

Key View 4c was taken from eastbound East Dunne Avenue, looking east toward Site 4; refer to Figure 2.2.5-20, Key View 4c-Existing Condition, provided in Appendix F. Based on the Visual Quality Evaluation conducted at this Key View, vividness was rated at 4, intactness was rated at 4, and unity was rated at 5, resulting in an overall quality rating of 4.3 (RBF Consulting 2011). The existing visual quality and character of the views is considered moderate.

Overall vividness in this Key View is considered to be moderate. Foreground and middleground views consist of the East Dunne Avenue roadway, a chain-link fence, a landscaped median, and mature trees. Middleground views also include traffic signals, the East Dunne Avenue overcrossing, street lights, and rolling hills associated with the Diablo Range to the east. Background views are not afforded in this Key View. Intactness in this view is moderate. The mature trees and vegetation throughout the view, as well as views to rolling hills, minimize visible encroaching features (i.e., roadway, fence, street lights, and traffic signals). Overall unity in this view is moderately high.

SITE 5

LANDSCAPE UNIT 5

Existing visual resources within LU5 include ridgelines, hillsides, trees, and open space to the east and west of US-101. The City of Morgan Hill has designated the US-101/Tennant Avenue interchange as a scenic gateway to the City of Morgan Hill. Man-made features within the viewshed from LU5 consist of urban development, the Tennant Avenue overcrossing, commercial signage, freeway signage, street lights, and overhead power transmission lines. Vegetation consists of grasslands and ruderal vegetation. The vegetative palette within Site 5 is similar to that discussed for Site 1.

Mature trees within the boundaries of Site 5 include coast live oak, valley oak, coast redwood, walnut, pine, and Deodar cedar. Mature trees and vegetation are also present within the surrounding land uses.

The average existing visual quality within LU5 is considered to be moderately high. Views from drivers traveling along this portion of US-101 are generally dominated by open space views. Background views are to the distant hillsides and ridgelines of the Diablo Range and Santa Cruz Mountains to the east and west. These motorists also have views of adjacent urban development. These land uses, mature trees, and distant views appear to be unified. Existing street lights, overhead power transmission lines, commercial and freeway signage, and the Tennant Avenue overcrossing appear to slightly detract from intactness of LU5.

SITE 5, KEY VIEW 5A (VIEWERS TO THE ROAD)

Key View 5a was taken from a residential area along St. James Drive, looking southeast toward Site 5; refer to Figure 2.2.5-21, Key View 5a-Existing Condition, provided in Appendix F. Based on the Visual Quality Evaluation conducted at this Key View, vividness was rated at 5, intactness was rated at 5, and unity was rated at 5, resulting in an overall quality rating of 5 (RBF Consulting 2011). The existing visual quality and character of the views is considered moderately high.

The St. James Drive roadway, low-lying grasses, and shrubs are visible in the foreground views. Middleground views consist of grasses, shrubs, mature trees, street lights, commercial structures, and rolling hills associated with the Diablo Range to the east. Minimal views to the existing Tennant Avenue interchange are afforded. Background views are afforded to the ridgetops of the Diablo Range. The varying topography visible in middleground and background views provides high visual contrast. Overall intactness within this Key View is considered to be moderately high. The visible roadway and commercial structures minimally encroach on views from this Key View location. However, the dominance of the vegetative features throughout this view minimizes encroaching features. Visual intrusion from hardscape features (i.e., roadway and structures) is reduced by the amount of mature trees, grasses, and varying topography throughout this Key View. Overall unity in this view is moderately high.

SITE 5, KEY VIEW 5B (VIEWERS TO THE ROAD)

Key View 5b was taken from a residential area along Barrett Avenue, looking south toward Site 5; refer to Figure 2.2.5-22, Key View 5b-Existing Condition, provided in Appendix F. Based on the Visual Quality Evaluation conducted at this Key View, vividness was rated at 4, intactness was rated at 4, and unity was rated at 4, resulting in an overall quality rating of 4 (RBF Consulting 2011). The existing visual quality and character of the views is considered moderate.

Overall vividness is moderate. Foreground views are to Barrett Avenue and grasses. Middleground views include grasses, mature trees, street lights, freeway commercial uses, signage, and the Tennant Avenue overcrossing. Background views are afforded to the Diablo Range to the east and the Santa Cruz Mountains to the west. Overall intactness within this Key View is considered to be moderate. The hardscape appearance of Barrett Avenue and the commercial structures encroach on views from

this location. Visible trees, grasses, hillsides, and ridgetops help to detract from encroaching features. Unity in this Key View is moderate. The presence of trees, grasses, and views to the Diablo Range and Santa Cruz Mountains reduce the appearance of hardscape features.

SITE 5, KEY VIEW 5C (VIEWERS FROM THE ROAD)

Key View 5c was taken from the southbound travel lanes of US-101, looking south toward Site 5; refer to Figure 2.2.5-23, Key View 5c-Existing Condition, provided in Appendix F. Based on the Visual Quality Evaluation conducted at this Key View, vividness was rated at 4, intactness was rated at 5, and unity was rated at 4, resulting in an overall quality rating of 4.3 (RBF Consulting 2011). The existing visual quality and character of the views is considered moderately high.

Overall vividness in this view is considered to be moderate. Foreground and middleground views consist of the US-101 southbound travel lanes and grasses along the east and west shoulders of US-101. Middleground views also include the Tennant Avenue overcrossing, mature trees, and hillsides associated with the Diablo Range and the Santa Cruz Mountains. Background views include limited views to ridgetops of the Diablo Range and Santa Cruz Mountains. Overall intactness within this Key View is considered to be moderately high. The hardscape appearance of the southbound travel lanes and the overcrossing in the middleground encroaches on freeway travelers. Visual intrusion from hardscape features is significantly minimized by the amount of mature trees, grasses, and views to hillsides and ridgetops. Overall unity in this view is moderate. The presence of grasses and trees throughout this Key View detract from hardscape features and increase unity.

SITE 6

LANDSCAPE UNIT 6

Visual resources within LU6 include hillsides and trees to the east and west of US-101. The City of Morgan Hill has designated the US-101/Tennant Avenue interchange as a scenic gateway to the City of Morgan Hill. Vegetation within LU6 consists of grassland and ruderal vegetation. The vegetative palette within Site 6 is similar to that discussed for Site 1. Mature trees within the boundaries of Site 6 include valley oak and coast live oak saplings. Mature trees and vegetation are also present within the surrounding land uses. Man-made features within the viewshed of LU6 consist of urban development, the East San Martin Avenue overcrossing structure, street lights, and minimal commercial and freeway signage.

The average existing visual quality within LU6 is considered to be moderately high. Views from motorists traveling along this stretch of US-101 include open space. Background views are to the distant hillsides and ridgelines to the east and west. These motorists also have views of adjacent urban development. LU6 appears to be unified due to the existing open space, mature trees, grasses, and generally uninterrupted background views. The existing street lights and the East San Martin Avenue overcrossing structure slightly encroach on views within LU6.

KEY VIEW 6A (VIEWERS TO THE ROAD)

Key View 6a was taken from a rural residential area along Murphy Avenue, looking southeast toward Site 6; refer to Figure 2.2.5-24, Key View 6a-Existing Condition, provided in Appendix F. Based on the Visual Quality Evaluation conducted at this Key View, vividness was rated at 3, intactness was rated at 4, and unity was rated at 4, resulting in an overall quality rating of 3.7 (RBF Consulting 2011). The existing visual quality and character of the views is considered moderately low.

Vividness in this Key View is considered to be moderately low. Murphy Avenue, grasses, mature trees, street signage, and overhead power lines are visible in foreground and middleground views. Middleground views also consist of the San Martin Avenue overcrossing and hillsides of the Diablo Range to the east. Background views are afforded to ridgetops of the Diablo Range. The varying topography and abundance of vegetation in this view provide high visual contrast. Overall intactness within this Key View is moderate. Encroaching features within this view include overhead power lines, the San Martin Avenue overcrossing, and the hardscape appearance of the Murphy Avenue roadway. The mature trees and views to hillsides minimally detract from these encroaching features. Overall unity in this view is moderate. The vegetation and mature trees throughout this Key View increase unity in this view.

KEY VIEW 6B (VIEWERS TO THE ROAD)

Key View 6b was taken from Murphy Avenue near commercial/industrial land uses, looking northeast toward Site 6; refer to Figure 2.2.5-25, Key View 6b-Existing Condition, provided in Appendix F. Based on the Visual Quality Evaluation conducted at this Key View, vividness was rated at 5, intactness was rated at 5, and unity was rated at 5, resulting in an overall quality rating of 5 (RBF Consulting 2011). The existing visual quality and character of the views is considered moderately high.

Overall vividness in this Key View is moderately high. Murphy Avenue, grasses, and a chain-link fence are visible in the foreground and middleground views. Middleground views also include mature trees, overhead power lines, the East San Martin overcrossing, commercial/industrial uses, and hillsides of the Diablo Range to the east. Background views are afforded to the Diablo Range, which represents the dominant feature in this Key View. The varying topography provides high visual contrast and substantially reduces encroachment from the overcrossing, overhead power lines, and commercial/industrial structures. Overall intactness within this Key View is considered to be moderately high. Visual intrusion from hardscape features (i.e., roadway, fence, and structures) in foreground and middleground views is minimized by the amount of vegetation and views of ridgetops throughout this Key View. Overall unity in this view is moderately high.

KEY VIEW 6C (VIEWERS FROM THE ROAD)

Key View 6c was taken from the southbound travel lanes of US-101, looking south toward Site 6; refer to Figure 2.2.5-26, Key View 6c-Existing Condition, provided in Appendix F. Based on the Visual Quality Evaluation conducted at this Key View, vividness was rated at 3, intactness was rated at 4, and unity was rated at 4, resulting

in an overall quality rating of 3.7 (RBF Consulting 2011). The existing visual quality and character of the views is considered moderate.

Overall vividness in this view is considered to be moderately low due to the lack of visual contrast. Foreground and middleground views consist of the US-101 southbound travel lanes, the East San Martin Avenue southbound off-ramp, and grasses along the east and west shoulders of US-101. Middleground views also include the East San Martin Avenue overcrossing, mature trees, and hillsides associated with the Diablo Range to the east. Background views include limited views to ridgetops of the Santa Cruz Mountains to the west. Overall intactness within this Key View is considered to be moderate. The hardscape appearance of the southbound travel lanes and the overcrossing in the middleground views encroach on freeway travelers. The views to hillsides to the east and background views to ridgetops to the west minimize the appearance of encroaching features. Overall unity in this view is moderate. The presence of grasses and trees throughout this Key View and views to the Diablo Range and Santa Cruz Mountains minimize hardscape features and increase unity.

SITE 7

LANDSCAPE UNIT 7

Existing visual resources within LU7 include views to the hillsides and ridgelines of the Diablo Range and Santa Cruz Mountains located to the east and west of the proposed Project. Vegetation within LU7 consists of grassland, ruderal vegetation. The vegetative palette within Site 2 is similar to that discussed for Site 1. Mature trees within the boundaries of Site 7 include valley oak and coast live oak saplings. Mature trees and vegetation are also present within the surrounding land uses. Man-made features within the viewshed of LU7 consist of urban development, the Masten Avenue overcrossing structure, street lights, overhead power transmission lines, and minimal freeway signage.

The average existing visual quality within LU7 is considered to be moderately high. Views from motorists traveling along this portion of US-101 include open space. Background views are to distant hillsides and ridgelines to the east and west. Existing open space, mature trees, grasses, and uninterrupted background views appear to unify LU7. The existing street lights, overhead power transmission lines, and the Masten Avenue overcrossing structure slightly encroach on views within LU7.

KEY VIEW 7A (VIEWERS FROM THE ROAD)

Key View 7a was taken from northbound travel lanes of US-101, looking north toward Site 7; refer to Figure 2.2.5-27, Key View 7a-Existing Condition, provided in Appendix F. Based on the Visual Quality Evaluation conducted at this Key View, vividness was rated at 4, intactness was rated at 5, and unity was rated at 4, resulting in an overall quality rating of 4.3 (RBF Consulting 2011). The existing visual quality and character of the views is considered moderate.

Vividness in this Key View is moderate. Foreground and middleground views consist of the US-101 northbound travel lanes and grasses along the east and west shoulders of US-101. Middleground views also include the Masten Avenue overcrossing, the Masten Avenue northbound off-ramp, mature trees, freeway signage, overhead power

lines, and hillsides associated with the Diablo Range to the east. Background views include limited views to ridgetops of the Diablo Range to the east and the Santa Cruz Mountains to the west. Overall intactness within this Key View is considered to be moderately high. The hardscape appearance of the US-101 travel lanes and the overcrossing in the middleground views encroach on freeway travelers. The views to grasses, trees, hillsides, and ridgetops detract from encroaching features. Overall unity in this view is moderate. Although hardscape features interrupt unity in this view, the presence of grasses and trees throughout this Key View and views to the Diablo Range and Santa Cruz Mountains help unify this view.

KEY VIEW 7B (VIEWERS TO THE ROAD)

Key View 7b was taken from Masten Avenue near rural residential land uses, looking west toward Site 7; refer to Figure 2.2.5-28, Key View 7b-Existing Condition, provided in Appendix F. Based on the Visual Quality Evaluation conducted at this Key View, vividness was rated at 5, intactness was rated at 5, and unity was rated at 5, resulting in an overall quality rating of 5 (RBF Consulting 2011). The existing visual quality and character of the views is considered moderately high.

Masten Avenue, grasses, mature trees, roadway signage, and overhead power lines are visible in foreground and middleground views. Middleground views also include street lights, and agricultural and rural residential uses. Background views are afforded to the ridgetops of the Santa Cruz Mountains to the west. Overall intactness within this Key View is considered to be moderately high. The trees, vegetation, and background views significantly reduce encroachment from the roadway and overhead power lines. Overall unity in this view is moderate. The dominance of trees, vegetation, and views to ridgetops increase unity in this Key View.

VIEWER SENSITIVITY

Viewer sensitivity is defined both as the viewers' concern for scenic quality and the viewers' response to changes in the visual resources that make up the view. Local values and objectives may confer visual significance on landscape components and areas that would otherwise appear unexceptional in a visual resource analysis. Even when the existing appearance of a proposed Project is uninspiring, a community may still object to projects that fall short of its visual goals. Analysts can learn about these special resources and community aspirations for visual quality through citizen participation procedures, as well as from local publications and planning documents.

PROPOSED PROJECT

Multiple sensitive viewers adjoin the proposed Project sites, the majority of which consist of freeway travelers, and residential, commercial, and recreational uses. Views to designated visual resources are protected through a combination of development review, zoning, design programs, design review, and proper management of park and open space areas within each city and the County. The City of San Jose, City of Morgan Hill, and unincorporated County of Santa Clara have developed policies and objectives pertaining to scenic resources within their respective General Plans. These jurisdictions also have established ordinances within their respective Municipal Codes regarding tree removal and protection. Although project consistency with local plans and policies is utilized to evaluate the project's impacts to viewer sensitivity, no project

of this type has been proposed for implementation within the active State ROW in California. Therefore, public opinion on how such a project affects the visual quality of the highway corridor, as experienced by travelers, is mostly unknown. A substantial body of information on public response to the visual presence of solar panel arrays within highway interchanges is not available at this time.

According to the Department, a state route must be included on the list of highways eligible for scenic highway designation in Streets and Highways Code Section 263. It can then be nominated for official designation by the local governing body. The proposed Project does not include any eligible or officially designated State scenic highways. However, under the Department's scenic policies, the Dunne Avenue Interchange is considered to be a scenic resource.

SITE 1

LU1 is located in the City of San Jose. US-101 within Site 1 is designated as an Urban Throughway (used interchangeably with Landscaped Throughway in the SJGP), which the City of San Jose considers to be a scenic route. The annual average daily traffic volume passing through Site 1 is approximately 128,000 vehicles.[2] The City of San Jose values hillsides and mountains as their most prominent visual resources. Hillsides and ridgetops associated with the Diablo Range and the Santa Cruz Mountains are located within the viewshed of LU1. Additionally, the City recognizes trees as important to the City's scenic beauty. Multiple trees (coast live oak, valley oak, coast redwood, walnut, pine, and Deodar cedar) are located within LU1. Views of the proposed Project within LU1 are afforded by travelers along US-101, and partial views are afforded by surrounding residents. Viewer sensitivity for freeway travelers would be moderate, while sensitivity for residents would be high.

SITE 2

Like LU1, LU2 is located in the City of San Jose. US-101 within Site 2 is designated as an Urban Throughway (used interchangeably with Landscaped Throughway in the San Jose General Plan [SJGP]), which the City of San Jose considers to be a scenic route. The annual average daily traffic volume passing through Site 2 is approximately 100,000 vehicles.[3] Hillsides and ridgetops associated with the Diablo Range and the Santa Cruz Mountains are located within the viewshed of LU2 to the east and west. Additionally, multiple trees (coast live oak, valley oak, coast redwood, walnut, pine, and Deodar cedar) are located within LU2. Views of the proposed Project within LU2 are afforded by travelers along US-101 and commercial/office and industrial users. Partial views are afforded by residents to the east and west of the proposed Project. Viewer sensitivity of freeway travelers, commercial/office, and industrial uses is considered to be moderate, while sensitivity would be high for surrounding residents.

SITE 3

LU3 is also located in the City of San Jose. However, US-101 within Site 3 is designated as a Rural Scenic Corridor. The annual average daily traffic volume

[2] California Department of Transportation, *Traffic and Vehicle Data Systems Unit*, 2009. http://traffic-counts.dot.ca.gov/2009all/2009TrafficVolumes.htm, accessed April 27, 2011.
[3] Ibid.

passing through Site 3 is approximately 125,000 vehicles.[4] Rolling hills and ridgetops associated with the Diablo Range and the Santa Cruz Mountains, which are valued by the City of San Jose, are located within the viewshed of LU3 to the east and west. Although trees are located within LU3, there are no trees within the boundaries of Site 3. Views of the proposed Project within LU3 are afforded by travelers along US-101 and recreational users of Coyote Creek Golf Club. Viewer sensitivity of these viewer groups is considered to be moderate and moderately high, respectively.

SITE 4

LU4 is located in the City of Morgan Hill. Trees, open space, and hillsides and ridgetops associated with the Diablo Range and the Santa Cruz Mountains are located within the viewshed of LU4 to the east and west. The Dunne Avenue Interchange is considered to be a scenic gateway into the City of Morgan Hill. US-101 within LU4 is designated by Santa Clara County Regional Parks and Scenic Highways Map as a State Scenic Route. Santa Clara County defines State Scenic Routes as "officially designated State Scenic Routes, routes now on the California Master Plan of State Highways Eligible for Official Scenic Highway Designation, and routes which should be added to the State Master Plan". The annual average daily traffic volume passing through Site 4 is approximately 118,000 vehicles.[5] The City also values trees and seeks to protect trees of importance. Multiple trees (coast live oak, valley oak, coast redwood, walnut, pine, and Deodar cedar) are located within LU4. Views of the proposed Project within LU4 are afforded by travelers along US-101 and East Dunne Avenue, and from surrounding commercial uses. Views from residential and institutional uses in the vicinity of Site 4 are limited due to intervening structures, wall features, and mature trees. Viewer sensitivity of freeway travelers, commercial, and institutional uses would be moderate, while sensitivity of residents is considered to be moderately high.

SITE 5

LU5 is also located in the City of Morgan Hill. Trees, open space, hillsides, and ridgetops are located within the viewshed of LU5 to the east and west. The Tennant Avenue Interchange is considered to be a scenic gateway into the City of Morgan Hill. US-101 within LU5 is designated by Santa Clara County Regional Parks and Scenic Highways Map as a State Scenic Route. The annual average daily traffic volume passing through Site 5 ranges between approximately 112,000 and 118,000 vehicles.[6] Additionally, multiple trees (coast live oak, valley oak, coast redwood, walnut, pine, and Deodar cedar) are located within LU5. Views of the proposed Project within LU5 are afforded by travelers along US-101 and Tennant Avenue, adjacent commercial uses, and surrounding residents. Views from institutional uses in the vicinity of Site 5 are limited due to distance, intervening structures, and mature trees. Viewer sensitivity of freeway travelers, commercial uses, and institutional uses is considered to be moderate, while sensitivity of residents would be moderately high.

[4] Ibid.
[5] Ibid.
[6] Ibid.

SITE 6

LU6 is located in unincorporated County of Santa Clara. Hillsides and ridgelines associated with the Diablo Range and the Santa Cruz Mountains are visible in LU6. Additionally, the County values trees and seeks to protect trees of importance. Multiple trees (valley oak and live oak) are located within LU6. Views to the proposed Project within LU6 are afforded by freeway travelers, those traveling along East San Martin Avenue, sparse rural residents, and commercial and industrial uses to the east and west of US-101. US-101 within LU6 is designated by Santa Clara County Regional Parks and Scenic Highways Map as a State Scenic Route. The annual average daily traffic volume passing through Site 6 ranges between approximately 110,000 and 112,000 vehicles.[7] Viewer sensitivity of motorists, commercial uses, and industrial uses is considered to be moderate, while sensitivity of residents would be moderately high.

SITE 7

LU7 is located in unincorporated County of Santa Clara. Hillsides and ridgelines associated with the Diablo Range and the Santa Cruz Mountains are visible in LU7. Additionally, multiple trees (valley oak and live oak) are located within LU7. Views to the proposed Project within LU7 are afforded by travelers along US-101, those traveling along Masten Avenue, sparse rural residents, and commercial and agricultural uses to the east and west of US-101. US-101 within LU7 is designated by Santa Clara County Regional Parks and Scenic Highways Map as a State Scenic Route. The annual average daily traffic volume passing through Site 7 ranges between approximately 101,000 and 110,000 vehicles.[8] Viewer sensitivity of motorists, commercial uses, and agricultural uses is considered to be moderate, while sensitivity of residents would be moderately high.

VIEWER GROUPS, EXPOSURE, AND AWARENESS

FREEWAY TRAVELERS

Freeway travelers view the proposed Project through all seven LUs. Drivers utilizing US-101 in the proposed Project area have long duration, direct views of the proposed Project site. Existing daily traffic volumes on US-101 within the proposed Project range from approximately 101,000 to 128,000 vehicles per day, with peak-hour volumes ranging from 8,600 to 9,300 vehicles. US-101 serves as the primary regional transportation corridor in the proposed Project area. Motorists using US-101 experience direct views to the proposed Project. Visible designated visual resources include distant hillsides, mountains, Coyote Creek, and mature vegetation. Daily commuters along US-101 may have an increased awareness of the proposed Project due to the daily exposure to the proposed Project area. Awareness is further heightened by gateway areas and scenic corridors. These travelers will be moderately sensitive to proposed Project changes.

[7] Ibid.
[8] Ibid.

COMMUNITY RESIDENTS

SITE 1

Residents located in the vicinity of LU1 adjacent to the east and west of US-101 have partial or no views of Site 1. The majority of views to Site 1 from nearby residents are not afforded due to view blockage from existing residential structures, walls, and mature trees. However, some residents located atop hillsides to the east of US-101 are afforded long-duration, partial views to the proposed Project. Visible designated visual resources include hillsides and mountains. Residents in LU1 are likely to have a high concern for the proposed Project at Site 1 and its effect on views from their homes and neighborhoods.

SITE 2

There are several residents located in the vicinity of LU2 adjacent to the west of US-101. However, residents in LU2 to the west have limited views due to obstruction by topography, walls, and mature vegetation. These partial views from residents would have long-duration middleground views of Site 2. Visible designated visual resources include surrounding hillsides and mountains associated with the Diablo Range and Santa Cruz Mountains. These residents would have a high concern for the proposed Project at Site 2 and its effect on views from their location.

SITE 3

LU3 does not include residents.

SITE 4

Residents in the vicinity of LU4 are located to the east and west of US-101. However, these residents have limited views due to obstruction by intervening structures, walls, and mature trees. Visible designated visual resources from residents include trees and distant hillsides and mountains associated with the Diablo Range and Santa Cruz Mountains. Due to the distance of the residents in LU4 from Site 4, these residents would have a moderately high concern for the proposed Project at Site 4 and its effect on views from their location.

SITE 5

Residents in the vicinity of LU5 are located to the east and west of US-101. However, these residents have limited views due to obstruction by intervening structures, walls, and mature trees. Visible designated visual resources from residents include trees and distant hillsides and mountains associated with the Diablo Range and Santa Cruz Mountains. Due to the distance of the residents in LU5 from Site 5, these residents would have a moderately high concern for the proposed Project at Site 5 and its effect on views from their location.

SITE 6

Rural residents in LU6 are located to the east and west of US-101. However, few of these residents have views due to obstruction by intervening structures and mature

trees. Visible designated visual resources from residents in LU6 include hillsides and mountains associated with the Diablo Range and Santa Cruz Mountains. Residents in LU6 would have a moderately high concern for the proposed Project at Site 6 and its effect on views from their location.

SITE 7

Rural residents in LU7 are located to the east and west of US-101. However, few of these residents have views due to obstruction by intervening structures and mature trees. Visible designated visual resources from residents in LU7 include hillsides and mountains. Residents in LU7 would have a moderately high concern for the proposed Project at Site 7 and its effect on views from their location.

COMMERCIAL AREA EMPLOYEES AND CUSTOMERS

SITE 1

LU1 does not include commercial uses.

SITE 2

Commercial/office land uses are located within LU2 to the east of US-101 near Site 2. Visible designated visual resources include surrounding hillsides and mountains. Commercial/office employees and clientele in LU2 would have moderate duration views of the proposed Project at Site 2 as there is minimal obstruction of these views. Commercial/office users would be moderately aware of the proposed Project at Site 2.

SITE 3

LU3 does not include commercial uses.

SITE 4

A variety of commercial land uses, ranging from highway service commercial to neighborhood commercial land uses, are located in the vicinity of LU4. Visible designated visual resources include trees, open space, and distant hillsides and mountains. Commercial employees and clientele would have moderate duration views and moderate awareness of the proposed Project at Site 4.

SITE 5

A variety of commercial land uses are located in the vicinity of LU5. Visible designated visual resources include trees, open space, and distant hillsides and mountains. Commercial employees and clientele would have moderate duration views and moderate awareness of the proposed Project.

SITE 6

A variety of commercial and light industrial land uses are located in the vicinity of LU6. Visible designated visual resources include distant hillsides and mountains.

Commercial and light industrial employees and clientele would have moderate duration views and moderate awareness of the proposed Project at Site 6.

SITE 7

A variety of commercial land uses are located in the vicinity of LU7. Visible designated visual resources include distant hillsides and mountains. Commercial employees and clientele would have moderate duration views and moderate awareness of the proposed Project at Site 7.

LOCAL STREET USERS

SITE 1

The only local street that would provide views to Site 1 is Branham Lane East, located adjacent to the west of Site 1 in LU1. Branham Lane East is a local roadway that facilitates travel within residential uses. Local street users along Branham Lane East have direct, moderate duration views to the proposed Project. Visible designated visual resources from Branham Lane East include distant hillsides and mountains. Local street users in LU1 would have a moderate awareness of the proposed Project at Site 1.

SITE 2

Direct, moderate duration views of this proposed Project site within LU2 are afforded from adjacent roadways including Silicon Valley Boulevard, Bernal Road, Rue Ferrari, and SR-85. Visible designated visual resources include distant hillsides and mountains. Local street users in LU2 would have a moderate awareness of the proposed Project at Site 2.

SITE 3

Direct, moderate duration views of this proposed Project site within LU3 are afforded from Coyote Creek Golf Drive, which bisects Site 3 in an east/west direction. Visible designated visual resources in LU3 include adjacent rolling hills and distant mountains. Local street users in LU3 would have a moderate awareness of the proposed Project at Site 3.

SITE 4

Direct, short to moderate duration views to this proposed Project site within LU4 are afforded from East Dunne Avenue, which bisects Site 4 in an east/west direction. Visible designated visual resources in LU4 include trees, open space, hillsides, and ridgetops. Local street users in LU4 would have a moderate awareness of the proposed Project at Site 4.

SITE 5

Direct, short to moderate duration views to this proposed Project site within LU5 are afforded from Tennant Avenue, which bisects Site 5 in an east/west direction. Visible designated visual resources in LU5 include trees, open space, hillsides, and ridgetops.

Local street users in LU5 would have a moderate awareness of the proposed Project at Site 5.

SITE 6

Direct, short to moderate duration views of this proposed Project site within LU6 are afforded from East San Martin Avenue, which bisects Site 6 in an east/west direction. Those traveling along Sycamore Avenue to the east of Site 6 and those traveling along Murphy Avenue to the west of Site 6 would have indirect, short to moderate duration views, and moderate awareness of the proposed Project at Site 6. Visible designated visual resources in LU6 include hillsides and distant mountains. These users would have a moderate awareness of the proposed Project at Site 6.

SITE 7

Direct, short to moderate duration views of this proposed Project site within LU7 are afforded from Masten Avenue, which bisects Site 7 in an east/west direction. Those traveling along No Name Uno Road to the east of Site 7, and those traveling along 6th Street to the west of Site 7, would have indirect, short to moderate duration views, and moderate awareness of the proposed Project at Site 7. Visible designated visual resources in LU7 include views to hillsides and distant mountains. These users would have a moderate awareness of the proposed Project at Site 7.

RECREATIONAL USERS

SITE 1

One park (Great Oaks Park) is located within LU1; however, views to Site 1 are not afforded from this location due to topography, structures, and vegetation. Visible designated visual resources from Great Oaks Park include distant hillsides and mountains. Recreational users within LU1 would not be aware of the proposed Project.

SITE 2

The Coyote Creek Trail is located to the east of Site 2. However, views to Site 2 from Coyote Creek Trail are limited due to obstruction of intervening trees and vegetation. Silver Lake Park is located within the western portion of LU2. Views to Site 2 from the park are not afforded due to intervening residential structures. Visible designated visual resources include surrounding hillsides and mountains. Recreational users within LU2 would be moderately aware of the proposed Project.

SITE 3

Coyote Creek Golf Club is located within LU3 to the east and west of US-101. Recreational users of the portion of this facility to the west of US-101 would have direct views to Site 3; however, potential views from the portion of the facility to the east of US-101 would be interrupted by topography and mature trees. Recreational users within LU3 would be moderately to highly aware of the proposed Project.

SITE 4 THROUGH SITE 7

LU4, LU5, LU6, and LU 7 do not include recreational uses.

2.2.5.3 Environmental Consequences

The visual impacts of the proposed Project alternatives are determined by assessing the visual resource change due to the proposed Project and predicting viewer response to that change.

Visual resource change is the sum of the change in visual character and change in visual quality. The first step in determining visual resource change is to assess the compatibility of the proposed Project with the visual character of the existing landscape. The second step is to compare the visual quality of the existing resources with projected visual quality after the proposed Project is constructed.

The viewer response to proposed Project changes is the sum of viewer exposure and viewer sensitivity to the proposed Project as determined in the preceding section. The resulting level of visual impact is determined by combining the severity of resource change with the degree to which people are likely to be adversely affected by the change.

For the purpose of this assessment, proposed Project impacts were assessed for each Key View selected (RBF Consulting 2011).

The potential for an adverse impact depends upon the severity of resource change and the degree to which people are likely to be adversely affected by the change. Therefore, the following criteria is utilized for determining the resulting visual impacts at each Key View, based on comparing the difference in visual quality to the predicted viewer response, which is as follows:

> **Low** – Minor adverse change to the existing visual resource, with low viewer response to change in the visual environment. May or may not require avoidance, minimization, and/or mitigation measures.
>
> **Moderate** – Moderate adverse change to the visual resource with moderate viewer response. Impact can be mitigated within five years using conventional practices (i.e., landscaping, architectural treatments, use of a variety of building materials, directional lighting techniques, etc.).
>
> **Moderately High** – Moderate adverse visual resource change with high viewer response or high adverse visual resource change with moderate viewer response. Extraordinary avoidance, minimization, and/or mitigation measures may be required. Landscape treatment required will generally take longer than five years to mitigate.
>
> **High** – A high level of adverse change to the resource or a high level of viewer response to visual change such that architectural design and landscape treatment cannot mitigate the impacts. Viewer response level is high. An alternative project design may be required to avoid highly adverse impacts.

BUILD ALTERNATIVE

SHORT-TERM CONSTRUCTION IMPACTS

Construction of the proposed Project would expose sensitive users to views of the proposed Project. The proposed Project would result in temporary visual impacts from exposed surfaces, construction debris, equipment, and truck traffic. These impacts are short-term and would cease upon proposed Project completion. Construction-related visual impacts would be minimized by adhering to the Department Standard Specifications for Construction. Thus, impacts in this regard would be less than significant.

LONG-TERM VISUAL IMPACTS

Table 2.2.5-1, Key View Impact Summary, presents a summary of the resulting long-term operational impacts for each Key View analyzed. Long-term impacts from the proposed Project would be experienced differently in each Landscape Unit (LU). All seven LUs have freeway travelers that would experience views of the proposed Project site (all seven sites). Freeway travelers would have a moderate viewer sensitivity to proposed Project changes, moderate duration of views to changes, and a moderate viewer response. Residential uses would also experience proposed Project change within all LUs except for LU3. Residents would have a high sensitivity to visual changes, long duration views to changes, and a high viewer response. LUs 2, 4, 5, 6, and 7 include commercial, industrial, and/or institutional uses that would experience proposed Project change. These uses would have a moderate sensitivity to proposed Project changes, long duration of views to changes, and a moderately low viewer response. Recreational users within LUs 1, 2, and 3 would experience a low to moderate proposed Project change and would have a moderate sensitivity to visual changes, moderate duration of views to changes, and a moderate viewer response. Those traveling along local streets within each of the LUs would experience various portions of the proposed Project site and would have a moderate sensitivity to change, moderate duration of views to changes, and moderate viewer response to those changes.

Table 2.2.5-1. Key View Impact Summary

Key View	Existing Visual Quality Rating	Proposed Visual Quality Rating	Impact (difference from existing)	Viewer Group/Sensitivity	Duration of Views	Viewer Response	Resultant Impact
Key View 1a (LU1)	5.3	5	-0.3 (Moderately Low)	Residential Uses/High	Long	High	Impacts would be Less Than Significant
				Motorists/Moderate	Short to Moderate	Moderate	
Key View 1b (LU1)	5	3	-2 (Moderately High)	Motorists/Moderate	Short to Moderate	Moderate	Reduced to Less Than Significant With Minimization Measures
Key View 2a (LU2)	4.7	2.7	-2 (Moderate)	Motorists/Moderately High	Short to Moderate	Moderately High	Reduced to Less Than Significant With Minimization Measures

Table 2.2.5-1 (Continued). Key View Impact Summary

Key View	Existing Visual Quality Rating	Proposed Visual Quality Rating	Impact (difference from existing)	Viewer Group/Sensitivity	Duration of Views	Viewer Response	Resultant Impact
Key View 2b (LU2)	6	5.7	-0.3 (Moderately Low)	Residential Uses/ High	Long	High	Impacts would be Less Than Significant
				Motorists/Moderate	Short to Moderate	Moderate	
Key View 3a (LU3)	4.7	3.7	-1 (Moderate)	Motorists/Moderately High	Short to Moderate	Moderately High	Reduced to Less Than Significant With Minimization Measures
Key View 3b (LU3)	5	4.3	-0.7 (Moderate)	Recreational Users/ Moderate	Moderate	Moderate	Reduced to Less Than Significant With Minimization Measures
Key View 4a (LU4)	4	3.3	-0.7 (Moderate)	Motorists/Moderate	Short to Moderate	Moderate	Reduced to Less Than Significant With Minimization Measures
Key View 4b (LU4)	4	3.7	-0.3 (Moderately Low)	Residential Uses/ High	Long	High	Impacts would be Less Than Significant
				Motorists/Moderately Low	Short to Moderate	Moderate	
Key View 4c (LU4)	4.3	4	-0.3 (Moderately Low)	Motorists/Moderate	Short to Moderate	Moderate	Impacts would be Less Than Significant
Key View 5a (LU5)	5	4	-1 (Moderate)	Residential Uses/High	Long	High	Reduced to Less Than Significant With Minimization Measures
				Motorists/Moderate	Short to Moderate	Moderate	
Key View 5b (LU5)	4	3.3	-0.7 (Moderate)	Residential Uses/High	Long	High	Reduced to Less Than Significant With Minimization Measures
				Motorists/Moderately Low	Short to Moderate	Moderate	
Key View 5c (LU5)	4.3	3.3	-1 (Moderate)	Motorists/Moderate	Short to Moderate	Moderate	Reduced to Less Than Significant With Minimization Measures
Key View 6a (LU6	3.7	3	-0.7 (Moderate)	Residential Uses/High	Long	High	Reduced to Less Than Significant With Minimization Measures
				Motorists/Moderate	Short to Moderate	Moderate	
Key View 6b (LU6)	5	4	-1 (Moderate)	Commercial & Industrial Uses/Moderate	Long	Moderately Low	Reduced to Less Than Significant With Minimization Measures
Key View 6c (LU6)	3.7	2.7	-1 (Moderate)	Motorists/Moderate	Short to Moderate	Moderate	Reduced to Less Than Significant With Minimization Measures
Key View 7a (LU7)	4.3	3.3	-1 (Moderate)	Motorists/Moderate	Short to Moderate	Moderate	Reduced to Less Than Significant With Minimization Measures
Key View 7b (LU7)	5	4.7	-0.3 (Moderately Low)	Residential Uses/High	Long	High	Impacts would be Less Than Significant
				Motorists/Moderate	Short to Moderate	Moderate	

SITE 1, KEY VIEW 1A (VIEWERS TO THE ROAD)

Proposed Project features are barely perceptible and would minimally affect existing views of the proposed Project from this Key View (rated difference of -0.3); refer to Figure 2.2.5-29, Key View 1a – Proposed Condition, Appendix F. The proposed PV solar power systems appear similar in color to the surrounding landscape and do not protrude above mature trees in middleground views. Although sensitive viewers would have a moderately high viewer response to proposed Project changes, visual changes would be minimal. Thus, implementation of the proposed Project would not significantly alter the visual quality and character of the area. Impacts would be less than significant.

SITE 1, KEY VIEW 1B (VIEWERS FROM THE ROAD)

Proposed Project features would moderately alter the existing views of the Site 1 from this Key View (rated difference of -0.2); refer to Figure 2.2.5-30, Key View 1b – Proposed Condition, Appendix F. Freeway travelers would have a moderate visual sensitivity to the proposed Project. Implementation of the proposed Project would not significantly alter the visual quality and character of the area, as middleground and background views to rolling hills are still afforded. Also, middleground views to some ornamental landscaping and mature trees are maintained in this Key View. However, implementation of the proposed Project requires the removal of several trees at Site 1. Mitigation measures would require the replacement of the trees that are removed in accordance with the City of San Jose Municipal Code requirements and would require the planting of low-lying shrub/groundcover that is compatible with the existing landscape along the freeway and within existing interchange right-of-way (ROW). New landscaping would be required to have similar water and maintenance requirements as the existing conditions. Therefore, with implementation of existing City requirements for tree replacement and mitigation measures, visual impacts would be less than significant.

SITE 2, KEY VIEW 2A (VIEWERS FROM THE ROAD)

Proposed Project features would affect existing views of the proposed Project from this Key View (rated difference of -2); refer to Figure 2.2.5-31, Key View 2a – Proposed Condition, Appendix F. Sensitive viewers would have a moderate viewer response to the proposed Project changes. Implementation of the proposed Project requires the removal of several trees within the boundaries of Site 2. Mitigation measures would require the replacement of the trees that are removed in accordance with the City of San Jose Municipal Code requirements and would require the planting of shrub/groundcover mass planting compatible with the area. New landscaping would be required to have similar water and maintenance requirements as the existing conditions as no new irrigation is proposed. Therefore, with implementation of mitigation measures, visual impacts would be less than significant.

SITE 2, KEY VIEW 2B (VIEWERS TO THE ROAD)

Proposed Project features would minimally affect existing views of the proposed Project from this Key View (rated difference of -0.3); refer to Figure 2.2.5-32, Key View 2b – Proposed Condition, Appendix F. Sensitive viewers would have a moderately low viewer response to proposed Project changes due to the distance to proposed Project

features and large amount of visible trees in the middleground views. Therefore, the proposed PV solar power systems would not substantially degrade the quality and character of the area, and a less than significant impact would occur.

SITE 3, KEY VIEW 3A (VIEWERS FROM THE ROAD)

Proposed Project features would moderately affect existing views of the proposed Project in this Key View (rated difference of -1); refer to Figure 2.2.5-33, Key View 3a – Proposed Condition, Appendix F. Sensitive viewers would have a moderately high viewer response to proposed Project changes due to the distraction from views to rolling hills and ridgetops associated with the Diablo Range and Santa Cruz Mountains. The proposed PV panels would be a maximum of 11 feet in height and would not obstruct views to rolling hills. Mitigation measures would require the planting of shrub/groundcover mass planting compatible with the area. New landscaping would be required to have similar water and maintenance requirements as the existing conditions as no new irrigation is proposed. Therefore, with implementation of mitigation measures, visual impacts would be less than significant.

SITE 3, KEY VIEW 3B (VIEWERS TO THE ROAD)

Proposed Project features would moderately affect existing views of Site 3 from this Key View (rated difference of -0.7); refer to Figure 2.2.5-34, Key View 3b – Proposed Condition, Appendix F. Sensitive viewers would have a moderate viewer response to proposed Project changes. Middleground views to rolling hills associated with the Diablo Range would remain. Mitigation measures would require the planting of shrub/groundcover mass planting compatible with the area. New landscaping would be required to have similar water and maintenance requirements as the existing conditions as no new irrigation is proposed. Therefore, with implementation of mitigation measures, visual impacts would be less than significant.

SITE4, KEY VIEW 4A (VIEWERS FROM THE ROAD)

Proposed Project features would moderately affect existing views of Site 4 in this Key View (rated difference of -0.7); refer to Figure 2.2.5-35, Key View 4a – Proposed Condition, Appendix F. Sensitive viewers would have a moderate viewer response to proposed Project changes due to the removal of trees and increase in visible hardscape features. Mitigation measures would require the planting of shrub/groundcover mass planting compatible with the area. New landscaping would be required to have similar water and maintenance requirements as the existing conditions as no new irrigation is proposed. Therefore, with implementation of mitigation measures, visual impacts would be less than significant.

SITE 4, KEY VIEW 4B (VIEWERS TO THE ROAD)

Project improvements would minimally affect existing views of the proposed Project from this Key View (rated difference of -0.3); refer to Figure 2.2.5-36, Key View 4b – Proposed Condition, Appendix F. Sensitive viewers would have a moderate viewer response to proposed Project changes. However, middleground and background views to prominent visual features (i.e., mature trees and hills associated with the Diablo Range) would remain similar to existing conditions. Therefore, the proposed

Project would not degrade the quality or character of the area and impacts would be less than significant.

SITE 4, KEY VIEW 4C (VIEWERS TO THE ROAD)

Proposed Project features would minimally affect existing views of the proposed Project from this Key View (rated difference of -0.3); refer to Figure 2.2.5-37, Key View 4c – Proposed Condition, Appendix F. Sensitive viewers would have a moderate viewer response to proposed Project changes. However, middleground views to rolling hills would remain unchanged. Therefore, the proposed Project would not degrade the quality or character of the area and impacts would be less than significant.

SITE 5, KEY VIEW 5A (VIEWERS TO THE ROAD)

Proposed Project features would affect existing views of Site 5 from this Key View location (rated difference of -1); refer to Figure 2.2.5-38, Key View 5a – Proposed Condition, Appendix F. Sensitive viewers would have a moderate to high viewer response to proposed Project changes due to the removal of trees and increased hardscape. However, middleground views to rolling hills associated with the Diablo Range and background views to ridgetops would remain and draw viewers' attention away from the PV panels. Mitigation measures would require the replacement of the trees that are removed in accordance with the City of Morgan Hill Municipal Code requirements and would require the planting of shrub/groundcover mass planting compatible with the area. New landscaping would be required to have similar water and maintenance requirements as the existing conditions as no new irrigation is proposed. Therefore, with implementation of mitigation measures, visual impacts would be less than significant.

SITE 5, KEY VIEW 5B (VIEWERS TO THE ROAD)

Proposed Project features would moderately affect existing views from this Key View location (rated difference of -0.7); refer to Figure 2.2.5-39, Key View 5b – Proposed Condition, Appendix F. Sensitive viewers would have a moderate viewer response to proposed Project changes due to the removal of trees and increased hardscape. However, middleground views to rolling hills associated with the Diablo Range and background views to ridgetops would remain similar to the existing condition. Mitigation measures would require the replacement of the trees that are removed in accordance with the City of Morgan Hill Municipal Code requirements and would require the planting of shrub/groundcover mass planting compatible with the area. New landscaping would be required to have similar water and maintenance requirements as the existing conditions as no new irrigation is proposed. Therefore, with implementation of mitigation measures, visual impacts would be less than significant.

SITE 5, KEY VIEW 5C (VIEWERS FROM THE ROAD)

Proposed Project features would moderately affect existing views of Site 5 in this Key View (rated difference of -1); refer to Figure 2.2.5-40, Key View 5c – Proposed Condition, Appendix F. Sensitive viewers would have a moderate viewer response to proposed Project changes due to the removal of trees and increase in visible hardscape features. Mitigation measures would require the replacement of the trees

that are removed in accordance with the City of Morgan Hill Municipal Code requirements and would require the planting of shrub/groundcover mass planting compatible with the area. New landscaping would be required to have similar water and maintenance requirements as the existing conditions as no new irrigation is proposed. Therefore, with implementation of mitigation measures, visual impacts would be less than significant.

SITE 6, KEY VIEW 6A (VIEWERS TO THE ROAD)

Proposed Project features would moderately affect existing views from this Key View location (rated difference of -0.7); refer to Figure 2.2.5-41, Key View 6a – Proposed Condition, Appendix F. Sensitive viewers would have a moderate viewer response to proposed Project changes due to the removal of trees, increased hardscape, and the contrasting of colors. However, middleground views to rolling hills associated with the Diablo Range would remain similar to existing conditions. Mitigation measures would require the replacement of the trees that are removed in accordance with the Santa Clara County Code requirements and would require the planting of shrub/groundcover mass planting compatible with the area. New landscaping would be required to have similar water and maintenance requirements as the existing conditions as no new irrigation is proposed. Therefore, with implementation of mitigation measures, visual impacts would be less than significant.

SITE 6, KEY VIEW 6B (VIEWERS TO THE ROAD)

Proposed Project features would moderately affect existing views from this Key View location (rated difference of -1); refer to Figure 2.2.5-42, Key View 6b – Proposed Condition, Appendix F. Sensitive viewers would have a moderately low viewer response to proposed Project changes due to increased hardscape and the introduction of contrasting of colors. However, middleground views to the Diablo Range would remain similar to existing conditions. Mitigation measures would require the replacement of the trees that are removed in accordance with the Santa Clara County Code requirements and would require the planting of shrub/groundcover mass planting compatible with the area. New landscaping would be required to have similar water and maintenance requirements as the existing conditions as no new irrigation is proposed. Therefore, with implementation of mitigation measures, visual impacts would be less than significant.

SITE 6, KEY VIEW 6C (VIEWERS FROM THE ROAD)

Proposed Project features would moderately affect existing views of Site 6 in this Key View (rated difference of -1); refer to Figure 2.2.5-43, Key View 6c – Proposed Condition, Appendix F. Sensitive viewers would have a moderate viewer response to proposed Project changes due to the removal of trees and increase in visible hardscape features. Mitigation measures would require the replacement of the trees that are removed in accordance with the Santa Clara County Code requirements and would require the planting of shrub/groundcover mass planting compatible with the area. New landscaping would be required to have similar water and maintenance requirements as the existing conditions as no new irrigation is proposed. Therefore, with implementation of mitigation measures, visual impacts would be less than significant.

SITE 7, KEY VIEW 7A (VIEWERS FROM THE ROAD)

Proposed Project features would moderately affect existing views of Site 7 in this Key View (rated difference of -1); refer to Figure 2.2.5-44, Key View 7a – Proposed Condition, Appendix F. Sensitive viewers would have a moderate viewer response to proposed Project changes due to the removal of trees and increase in visible hardscape features. Mitigation measures would require the replacement of the trees that are removed in accordance with the Santa Clara County Code requirements and would require the planting of shrub/groundcover mass planting compatible with the area. New landscaping would be required to have similar water and maintenance requirements as the existing conditions as no new irrigation is proposed. Therefore, with implementation of mitigation measures, visual impacts would be less than significant.

SITE 7, KEY VIEW 7B (VIEWERS TO THE ROAD)

Proposed Project features are minimally perceptible and would minimally affect existing views of the proposed Project from this Key View (rated difference of -0.3), and the PV solar power systems appear similar in color to the surrounding landscape and do not protrude above mature trees in middleground views; refer to Figure 2.2.5-45, Key View 7b – Proposed Condition, Appendix F. Although sensitive viewers would have a moderate viewer response to proposed Project changes, visual changes would not be significant. Thus, implementation of the proposed Project would not significantly alter the visual quality and character of the area. Impacts would be less than significant.

FREEWAY TRAVELERS

NORTHBOUND TRAVELERS

Freeway travelers would experience different views of the PV solar power systems depending on the direction of travel. The amount of freeway travelers passing through the project area ranges from 100,000 annual average daily traffic (Site 2) to 128,000 annual average daily traffic (Site 1), with varying intervening amounts at the remainder of the sites. As freeway travelers travel northbound through each interchange, the proposed PV panels would be in full view and seen at close range for a short period of time. Views from (northbound) freeway travelers are depicted in Key Views 1b, 2a, 3a, and 7a, and in Figure 2.2.5-46, Driver Perspective, and Figure 2.2.5-47, Driver Perspective, for Sites 1, 2, and 4. Motorists traveling along overcrossings and adjacent roadways in the vicinity of Sites 1 through 7 would also be exposed to short duration views of directly adjacent PV panels.

Northbound travelers would be exposed to the faces of PV panels. The coloring of PV panels to northbound travelers would contrast with the surrounding landscape. In Key Views 1b, 2a, 3a, and 7a, the surrounding landscape appears to be light-colored (i.e., tans and browns), as photographs were taken in the summertime. As the seasons change, the landscape would appear darker in color (i.e., shades of green). During these seasons, the contrast in color between the PV panel faces and surrounding landscape visible in Key Views 1b, 2a, 3a, and 7a would be reduced.

The introduction of PV panels within interchange ROW would alter the character (decreasing intactness and unity) of the project area as seen from northbound freeway

travelers, as the visible hardscape of PV panels would be introduced into in place of undeveloped freeway ROW. The character of the interchanges would change from vacant land associated with freeway uses to a more light industrial appearance. As seen in Figures 2.2.5-46 and 2.2.5-47, the PV solar panels would be a maximum of 11 feet high and would not protrude above existing buildings or walls. Additionally, the PV solar power systems would not block the line of sight for motorists traveling along the US-101 mainline or ramps. Views from northbound freeway travelers to the Diablo Range and the Santa Cruz Mountains (City and County designated visual resources) to the east and west would remain with proposed Project features, and the character and quality of views from northbound US-101 would not be substantially altered. As the PV panels are 11 feet in height, middleground and background views to these hills and ridgetops would not be obstructed. Therefore, northbound travelers would not experience substantial visual impacts, as the visual resources visible along US-101 would remain with proposed Project implementation. Northbound travelers would be moderately sensitive to visual changes, would have short to moderate duration views to the proposed Project, and would have a moderate viewer response to change.

Motorists would experience each site as a short duration view (assuming travel at the posted speed limits, the durations would be 17 seconds for Site 1; 33 seconds for Site 2; and 27 seconds each for Sites 3 through 7), but would experience the entire length of the proposed Project as a moderate duration view. Sensitivity is increased in the project vicinity as US-101 in the vicinity of Sites 1 and 2 is designated as an Urban Throughway of scenic importance, as a Rural Scenic Corridor in the vicinity of Site 3 by the City of San Jose, and as a State Scenic Route in the vicinity of Sites 1 through 7 by Santa Clara County. Sensitivity is also increased in the vicinity of Sites 4 and 5, as the City of Morgan Hill identifies the Tennant Avenue and Dunne Avenue interchanges as gateways to the City. However, the City of San Jose, City of Morgan Hill, Santa Clara County, as well as members of the public have all expressed support of the proposed project and have not identified significant long-term visual impacts in association with the proposed project. Northbound travelers would notice the removal of trees within the boundaries of the proposed Project site. However, the City of San Jose, City of Morgan Hill, and Santa Clara County have established tree ordinances to protect valued trees, which require the replacement of certain removed trees (on- or off-site). Mitigation measures would require the replacement of the trees that are removed in accordance with the applicable local requirements and would require the planting of shrub/groundcover mass planting compatible with the area. New landscaping would be required to have similar water and maintenance requirements as the existing conditions as no new irrigation is proposed at any of the seven sites. Therefore, with implementation of mitigation measures, and consideration of local agency and public support of the project, visual impacts to northbound freeway travelers would be less than significant.

SOUTHBOUND TRAVELERS

As stated above, the amount of freeway travelers passing through the project area ranges from 100,000 annual average daily traffic to 128,000 annual average daily traffic. As freeway travelers travel southbound through each interchange, proposed PV panels would be in full view and seen at close range for a short period of time. Southbound travelers would experience views to the back side of the PV solar power systems which would be constructed of anodized aluminum, galvanized steel, or stainless steel. Views from (southbound) freeway travelers are depicted in Key Views

4a, 5c, and 6c. Additional views that would be perceived by southbound travelers (along the Bernal Road/Silicon Valley Boulevard southbound off-ramp) are also depicted in Figure 2.2.5-47 for Site 2. Motorists traveling along overcrossings and adjacent roadways in the vicinity of Sites 1 through 7 would also be exposed to short duration views of directly adjacent PV panels.

The introduction of PV panels within interchange ROW would alter the character (decreasing intactness and unity) of the project area as seen from southbound freeway travelers, as the visible hardscape of PV panels would be introduced into in place of undeveloped freeway ROW. The character of the interchanges would change from vacant land associated with freeway uses to a more light industrial appearance. However, the light coloring of the back side of PV panels to southbound travelers appears similar to the existing interchanges. Views to chain-link fencing and security cameras would be similar for both northbound and southbound travelers. As seen in Figure 2.2.5-47, the PV panels would be a maximum of 11 feet high and would not protrude above existing buildings or walls. Views from southbound freeway travelers to the Diablo Range and the Santa Cruz Mountains (City and County designated visual resources) to the east and west would remain with proposed Project features, and the character and quality of views from southbound US-101 would not be substantially altered. As the PV panels are 11 feet in height, middleground and background views to these hills and ridgetops would not be obstructed. Therefore, southbound travelers would not experience substantial visual impacts, as the visual resources along US-101 would remain visible with proposed Project implementation. Southbound travelers would be moderately sensitive to visual changes, would have short to moderate duration views to the proposed Project, and would have a moderate viewer response to change.

Motorists would experience each site as a short duration view (assuming travel at the posted speed limits, the durations would be 17 seconds for Site 1; 33 seconds for Site 2; and 27 seconds each for Sites 3 through 7), but would experience the entire length of the proposed Project as a moderate duration view. Sensitivity is increased in the project vicinity as US-101 in the vicinity of Sites 1 and 2 is designated as an Urban Throughway of scenic importance, as a Rural Scenic Corridor in the vicinity of Site 3 by the City of San Jose, and as a State Scenic Route in the vicinity of Sites 1 through 7 by Santa Clara County. Sensitivity is also increased in the vicinity of Sites 4 and 5, as the City of Morgan Hill identifies the Tennant Avenue and Dunne Avenue interchanges as gateways to the City. However, the City of San Jose, City of Morgan Hill, Santa Clara County, and members of the public have all expressed support of the proposed project and have not identified significant long-term visual impacts in association with the proposed project. Southbound travelers would notice the removal of trees within the boundaries of the proposed Project. However, the City of San Jose, City of Morgan Hill, and Santa Clara County have established tree ordinances to protect valued trees, which require the replacement of certain removed trees (on- or off-site). Mitigation measure would require the replacement of the trees that are removed in accordance with the applicable local requirements and would require the planting of shrub/groundcover mass planting compatible with the area. New landscaping would be required to have similar water and maintenance requirements as the existing conditions as no new irrigation is proposed at any of the seven sites. Therefore, with implementation of mitigation measures, and consideration of local agency and public support of the project, visual impacts to southbound freeway travelers would be less than significant.

RESIDENTIAL USES

Residential uses are located within all LUs with the exception of LU3. The majority of views from residential uses located to the east and west of US-101 would be minimally impacted by the proposed Project, as a result of existing topography and intervening structures and vegetation.

RESIDENTS ADJOINING THE PROPOSED PROJECT

Visual change experienced by residents adjoining the proposed Project site would be low. Although there are rear yards located adjacent to Sites 1 and 2, there are existing perimeter walls between the residents and each site. The perimeter walls block the majority of views from adjoining residents to proposed PV solar power systems. Residents adjoining the proposed Project sites would be highly sensitive to visual changes, would not have views to the proposed Project site, and would have a high viewer response to change. Although viewer sensitivity for these residents would be high, these residents would not be afforded direct views of the proposed Project sites. Impacts in this regard are less than significant.

RESIDENTS SITUATED AT A GREATER ELEVATION THAN THE PROPOSED PROJECT

Visual change experienced by residents situated at greater elevations than the proposed Project would be moderately low. Residents located to the east of US-101 in LU1 and LU2 would have partial views to proposed PV solar power systems, as some of these residents are located at higher elevations than the proposed Project. Views from these elevated residents are depicted in Key Views 1a and 2b. As previously stated, the majority of views to Sites 1 and 2 are obstructed by existing mature trees and vegetation and varying topography. Further, from elevated residents to the east, the proposed PV solar power systems appear similar to the surrounding landscape. Middleground and background views from these residential uses to the Santa Cruz Mountains remain unobstructed with proposed Project implementation. The proposed Project would not substantially alter views from residents to the east of US-101 within LU1 and LU2 as compared to existing conditions. Residents to the east of US-101 within LUs 4, 5, 6, and 7 do not have views to Sites 4, 5, 6, and 7 due to relatively flat topography and intervening trees and structures. Residents to the east of US-101 would be highly sensitive to visual changes, would have long duration views to the proposed Project, and would have a high viewer response to change. Although viewer sensitivity is high, visual changes experienced by these residents would be moderately low. Residents to the east of US-101 in LU1 and LU2 would notice the removal of trees within the boundaries of Sites 1 and 2. However, the City of San Jose has established a tree ordinance to protect valued trees, which requires the replacement of certain removed trees. Therefore, with implementation of existing tree permit requirements, visual impacts to residential uses to the east of US-101 would be less than significant.

RESIDENTS SITUATED AT A SIMILAR ELEVATION AS THE PROJECT SITE

Visual change experienced by residents situated at similar elevations to the proposed Project would be moderately low to moderate. Residents located to the west of US-101 (excluding those adjoining the proposed Project; refer to the above discussion regarding adjoining residents) in LU1 and LU2 would not have views to Sites 1 and 2

due to intervening trees and structures. Views from residential uses to the west of US-101 in LUs 4, 5, 6, and 7 are represented in Key Views 4b, 5a, 5b, 6a, and 7b. Views from these locations are afforded to the proposed PV solar power systems at Sites 4, 5, 6, and 7. Depending on the location, some views are afforded to the front faces of the panels, and some views are afforded to the back sides of the panels. As stated above, the darker coloring of the PV panel faces appear to contrast with the surrounding light-colored landscape in Key Views 4b, 5a, and 6a. However, as the seasons change, the landscape would appear darker in color (i.e., shades of green), and the contrast in color between the PV panel faces and the surrounding landscape would be reduced. Views from residential uses to the west to hills and ridgetops of the Diablo Range and the Santa Cruz Mountains (City and County designated visual resources) would remain with proposed Project features, as the PV panels are 11 feet in height. Residents to the west of US-101 would be highly sensitive to visual changes, would have long duration views to the proposed Project, and would have a high viewer response to change. Although viewer sensitivity is high, visual changes experienced by these residents would be moderately low to moderate. Residents to the west of US-101 in LUs 4, 5, 6, and 7 would notice the removal of trees within the boundaries of the proposed Project. However, the City of Morgan Hill and Santa Clara County have established tree ordinances to protect valued trees, which require the replacement of certain removed trees.

RECREATIONAL USERS

Coyote Creek Trail is located within the eastern portions of LU1 and LU2 and within the western portion of LU3. Recreational trail users do not have views to Sites 1, 2, and 3 due to distance, varying topography, and intervening trees and structures. Coyote Creek Trail users would be moderately sensitive to visual changes. These viewers would not be afforded views to the proposed Project. Thus, as trail users would not have views to the proposed Project, impacts in this regard would be less than significant.

Recreational users of Great Oaks Park (to the west of US-101) and Shady Oaks Park (to the east of US-101) within LU1 do not have views to Site 1 due to intervening residential structures and mature trees. These viewers would not be afforded views to the proposed Project. Thus, as park users would not have views to the proposed Project, impacts in this regard would be less than significant.

Recreational users of Coyote Creek Golf Course within LU3 to the east and west of US-101 have direct views to Site 3, depending on the user's location on the golf course. Visual change experienced by these recreational users would be moderate. Views of PV solar power systems within Site 3 from the northern portions of the golf course would not be afforded due to intervening mature trees. Views from recreational users of the southern portion of the golf course are depicted in Key View 3b. Middleground and background views from recreational users of the golf course to the Diablo Range and Santa Cruz Mountains (City and County designated visual resources) would remain, as PV solar panels would be 11 feet in height. No trees would be removed at Site 3. Coyote Creek Golf Course users would be moderately sensitive to visual changes, would have moderate duration views to the proposed Project site, and would have a moderate viewer response to these changes. Thus, the increased hardscape resulting from the proposed Project could result in significant impacts to Coyote Creek Golf Course users. Mitigation measures require the planting

of low-lying shrub/groundcover in order to increase the visual unity of the proposed Project with the surrounding landscape and decrease encroaching features. Therefore, with implementation of mitigation measures, visual impacts to Coyote Creek Golf Course users would be less than significant.

INSTITUTIONAL USES

Institutional uses are located within all LUs with the exception of LU3. Visual change experienced by these institutional users would be low. Institutional uses within all LUs, excluding LU3, would have very limited views, if any, to proposed PV solar power systems due to intervening structures and trees and varying topography. Institutional users would be moderately sensitive to visual changes, would have moderate duration views to the proposed Project, and would have a moderate viewer response to change. Thus, as institutional users would not have views to the proposed Project, impacts in this regard would be less than significant.

COMMERCIAL AND OFFICE USES

Commercial and office uses are located within all LUs with the exception of LU3. Commercial and office uses within LU1 located to the east of US-101 would not have views to the proposed PV solar power systems due to intervening mature trees and vegetation associated with Coyote Creek. Thus, impacts in this regard would be less than significant.

Commercial and office uses located to the east and west of US-101 in LUs 2, 4, 5, and 6 would have partial views of proposed PV solar power systems. Visual change experienced by these users would be moderately low. Views to proposed PV solar power systems from these uses are partially screened by existing ornamental landscaping and trees within the commercial and office parking lots. Changes from commercial and industrial uses in LU6 are represented by Key View 6b. Partial views are afforded from commercial uses to the north of Site 7 (east and west of US-101) in LU7. Views from commercial and office uses to the Santa Cruz Mountains and Diablo Range (City and County designated visual resources) would not be obstructed by PV solar panels, as PV solar panels would be 11 feet in height. Commercial and office users would be moderately sensitive to visual changes, would have moderate duration views to the proposed Project, and would have a moderately low viewer response to change. Commercial and office uses would be aware of the removal of trees within the proposed Project site. However, the City of San Jose, City of Morgan Hill, and Santa Clara County have established tree ordinances to protect valued trees, which require the replacement of certain removed trees. The avoidance, minimization and/or mitigation measure would further require the planting of low-lying shrub/groundcover at each site. New landscaping would be required to have similar water and maintenance requirements as the existing conditions. With implementation of mitigation measures, visual impacts to commercial and office uses would be reduced to less than significant levels.

LOCAL STREET USERS

Local street users are located within all seven LUs. Local street users would be moderately sensitive to visual changes, would have short to moderate duration views to the proposed Project, and would have a moderately low viewer response to change.

The visual changes experienced by local street users would vary depending on proximity to each site. In general, those motorists approaching the interchanges at each site would have direct views of the proposed PV panels, fencing, and security cameras. These views are represented by Key View 4c. In LUs 1 and 2, local street users traveling along streets at a higher elevation than Sites 1 and 2 may have limited views to proposed PV panels. The hardscape appearance of proposed Project features would be reduced with implementation of mitigation measures. Visual impacts to local street users would be reduced to less than significant levels.

LIGHT AND GLARE

"Light" refers to artificial light emissions, or the degree of brightness, generated by a given source. Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can disturb wildlife in natural habitat areas. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated.

"Glare" is defined as the sensation produced by luminance[9] in the visual field that is sufficiently greater than the luminance to which the eye has adapted to cause annoyance, discomfort, or loss of visual performance and visibility.[10] Glare is caused by a significant ratio of luminance between the task (that which is being looked at) and the glare source. Factors such as the angle between the task and the glare source and eye adaptation have significant impacts on the experience of glare.[11]

Glare can be generally divided into two types, discomfort glare and disability glare. Discomfort glare results in an instinctive desire to look away from a bright light source or difficulty in seeing a task. Disability glare renders the task impossible to view, such as when driving westward at sunset. Disability glare is often caused by the inter-reflection of light within the eyeball, reducing the contrast between task and glare source to the point where the task cannot be distinguished.

SHORT-TERM CONSTRUCTION

The proposed Project would not require nighttime construction activities. Mitigation measures would require lighting types and placement be reviewed by the District Landscape Architect to assure construction related light and glare are minimized. Therefore, there would be no light and glare impacts during construction of the proposed Project.

LONG-TERM OPERATIONS

Implementation of the proposed Project would introduce additional sources of light and glare such as nighttime security lighting and daytime glare from the proposed PV solar power systems. On-site nighttime security lighting, if not adequately focused or shielded, may cause spill-over light that may present a nuisance to motorists and the adjoining residential uses (particularly at Site 1). Mitigation measures would require

[9] Luminance is a measure (in candelas per square meter) of the brightness of a point on a surface that is radiating or reflecting light.

[10] Illuminating Engineering Society of North America, *IES Lighting Handbook, 8th Edition*, 1993.

[11] Schreuder, D. A., *Road Lighting for Safety*, 1998.

the lighting at each of the seven proposed Project sites to be limited to areas required for safety and security. All lighting would be oriented and directed downward to prevent light spillover onto adjacent properties. Proposed Project lighting types, plans, and placement would be required to be reviewed at the discretion of the District Landscape Architect. Implementation of mitigation measures would ensure that appropriate lighting controls would be applied to reduce nighttime lighting impacts to a less than significant level.

Implementation of the proposed Project may also result in daytime glare impacts as a result of the proposed PV solar panels. The proposed PV solar panels would be situated south-facing (up to approximately 11 feet in height) with a fixed 25 degree tilt. Sensitive viewers that could be impacted by resultant glare would be surrounding residents, commercial users to the south of the proposed panels, and motorists using US-101 that would have views of the south-facing panels.

Unlike collector solar systems where sunlight is concentrated in a mirror, focused and redirected to an 'engine', a PV solar panel is designed to absorb solar energy and convert it directly to electricity. The more sunlight that is absorbed, the more energy can be produced. According to a recent study, completed by SunPower Corporation on September 29, 2009, "[t]he glare and reflectance levels from a given PV system are decisively lower than the glare and reflectance generated by the standard glass and common reflective surfaces in the environments surrounding the given PV system." Also, many PV systems include an anti-reflective layer on the glass that can reduce the sunlight that is reflected and increase the amount of sunlight that is absorbed. Most solar panels are now designed with at least one anti-reflective layer and some panels have multiple layers. These measures further reduce reflectivity.

Table 2.2.5-2, Potential Sensitive Receptors Affected by South-Facing Panels, provides a summary of the elevations of existing potential sensitive receptors and the elevations that would experience direct reflection at noon. As analyzed in Table 2.2.5-2, sensitive receptors would be situated at elevations below those that would experience direct reflection at noon; refer to Figure 2.2.5-48, Solar Panel Reflection. However, sensitive receptors could experience direct reflection during morning or evening hours as the sun rises and sets. This direct reflection would only occur for approximately 30 minutes of the day, during certain times of the year.

Table 2.2.5-2. Potential Sensitive Receptors Affected by South-Facing Panels

Site	Sensitive Receptor	Approximate Distance from Panels	Approximate Elevation	Elevation that would Experience Direct Reflection at Noon
1 (188 to 196 feet above msl)	Residents adjoining western portion of the site to the south	30 to 50 feet	188 to 189 feet above msl	232 to 269 feet above msl
	Residents adjoining eastern portion of the site to the south	50 to 100 feet	190 to 192 feet above msl	261 to 340 feet above msl
	Motorists traveling along northbound US-101	55 feet	189 to 190 feet above msl	265 to 273 feet above msl

Table 2.2.5-2 (Continued). Potential Sensitive Receptors Affected by South-Facing Panels

2 (208 to 212 feet above msl)	Residents adjoining northern portion of the site to the south	300 feet	205 to 210 feet above msl	638 to 645 feet above msl
	Motorists traveling along northbound US-101 and northbound on-ramps in the vicinity of the northern portion of the site	50 to 500 feet	207 to 214 feet above msl	281 to 928 feet above msl
	Motorists traveling along the southbound US-101 off-ramp adjoining the central portion of the site	50 feet	211 to 212 feet above msl	281 to 285 feet above msl
	Motorists traveling northbound along Bernal Road adjoining the central and southern portions of the site	50 to 150 feet	213 feet above msl	281 to 428 feet above msl
	Motorists traveling along the westbound SR-85 on-ramp adjoining the southern portion of the site	50 to 100 feet	210 to 212 feet above msl	281 to 356 feet above msl
	Motorists traveling along the westbound SR-85 adjoining the southern portion of the site	150 to 200 feet	210 to 213 feet above msl	424 to 499 feet above msl
	Motorists traveling along the eastbound SR-85 adjoining the southern portion of the site	200 to 400 feet	210 to 212 feet above msl	495 to 785 feet above msl
3 (340 to 385 feet above msl)	Motorists traveling along northbound US-101 adjoining the northwestern and northeastern portions of the site	50 feet to 150 feet	355 to 365 feet above msl	413 to 556 feet above msl
	Motorists traveling along the southbound US-101 off- and on-ramps adjoining the southwestern and southeastern portions of the site	50 feet	337 to 365 feet above msl	413 to 458 feet above msl
	Motorists traveling along northbound Coyote Creek Golf Drive adjoining the site	50 to 500 feet	329 to 380 feet above msl	413 to 1,101 feet above msl

Table 2.2.5-2 (Continued). Potential Sensitive Receptors Affected by South-Facing Panels

Site	Sensitive Receptor	Approximate Distance from Panels	Approximate Elevation	Elevation that would Experience Direct Reflection at Noon
4 (354 to 361 feet above msl)	Motorists traveling along northbound US-101 adjoining the northern portion of the site	55 feet	357 to 361 feet above msl	434 to 441 feet above msl
	Motorists traveling along the southbound US-101 off- and on-ramps adjoining the southern portion of the site	55 to 60 feet	354 to 360 feet above msl	434 to 448 feet above msl
	Motorists traveling along northbound E. Dunne Avenue adjoining the site	80 to 300 feet	355 to 357 feet above msl	470 to 791 feet above msl
5 (331 to 339 feet above msl)	Motorists traveling along eastbound Tennant Avenue adjoining the site	80 to 500 feet	335 feet above msl	114 to 1,055 feet above msl
	Motorists traveling along northbound US-101 adjoining the northern portion of the site	50 feet	333 to 338 feet above msl	404 to 412 feet above msl
	Motorists traveling along the southbound US-101 off- and on-ramps adjoining the southern portion of the site	55 feet	331 to 339 feet above msl	411 to 419 feet above msl
6 (282 to 288 feet above msl)	Motorists traveling along northbound US-101 and northbound off-ramp adjoining the northeastern and southeastern portions of the site	55 to 500 feet	283 to 286 feet above msl	feet above msl
	Motorists traveling along the southbound US-101 off- and on-ramps adjoining the northwestern and southwestern portions of the site	feet above msl	284 to 288 feet above msl	362 to 368 feet above msl
	Motorists traveling along eastbound San Martin Avenue adjoining the site	100 to 500 feet	282 to 288 feet above msl	426 to 1,004 feet above msl
	South Co of Santa Clara County (Airport)	500 feet	284 feet above msl	998 to 1,004 feet above msl

Table 2.2.5-2 (Continued). Potential Sensitive Receptors Affected by South-Facing Panels

Site	Sensitive Receptor	Approximate Distance from Panels	Approximate Elevation	Elevation that would Experience Direct Reflection at Noon
7 (243 to 251 feet above msl)	Motorists traveling along northbound US-101 and northbound off-ramp adjoining the northeastern and southeastern portions of the site	55 to 500 feet	242 to 250 feet above msl	323 to 967 feet above msl
	Motorists traveling along the southbound US-101 off- and on-ramps adjoining the northwestern and southwestern portions of the site	55 feet	248 to 251 feet above msl	323 to 331 feet above msl
	Motorists traveling along eastbound San Martin Avenue adjoining the site	100 to 500 feet	245 to 247 feet above msl	387 to 967 feet above msl
	Residents to the south of the southwestern portion of the site	500 feet	243 feet above msl	959 to 967 feet above msl

PV PANEL REFLECTIVITY TO MOTORISTS

Glare may be visible from motorists in their periphery for a brief period of time. A motorist's vision is much different than that of a static viewer. In a study completed by the Washington State Department of Transportation (DOT)[12], it was determined that the human visual system can be divided into two types: focal and ambient.

> *"The visual system can also be divided in to focal and ambient vision. Focal vision provides high resolution, detailed vision for identifying and evaluating important information, such as hazards. Ambient vision is peripheral and provides information on motion, locations and locomotion – it serves as a kind of early warning system. If something catches our attention from the ambient system, we turn our eyes to focus on its details. What the visual system of someone moving at 55 miles per hour through the environment detects is different than that detected by a person who is strolling or sitting. Furthermore, the driver's vision is much more limited, because of the car, than the vision of a person walking through the environment. A walker can see something of the surroundings over a visual angle of about 180 degrees. A driver sees only about 20 percent of the scene."*

Due to the nature of the PV solar panels, this direct reflection would only be approximately half of that experienced by typical residential or commercial glasses. This reflection would also be similar to the existing surrounding environment (such as

[12] Schauman, Sally, J. Heerwagen, A. Vernez Moudon, B. Witherspoon, S. James and J. Mundee, *Visual Perception of the Roadway and Roadside Elements by the Observer in Motion, Final Report*. Washington State Department of Transportation. WA-RD 283.1, December 1992.

reflections off of dry sand, grass-type vegetation, and broadleaf deciduous trees). Further, a motorist traveling approximately 65 miles per hour with an approximate 20 percent cone of vision, would not experience substantial glare impacts as a result of the proposed PV solar panels, as compared to existing conditions. Thus, potential glare impacts to motorists would be less than significant.

PV PANEL REFLECTIVITY TO RESIDENTS TO THE SOUTH

Glare may be visible from residents to the south of the south-facing PV solar panels. At high noon (the time of the day that would present the highest potential for impact to the surrounding area), residents would be situated at elevations below those that would experience direct sunlight reflection. However, residents could experience direct reflection during morning or evening hours as the sun rises and sets. This direct reflection would only occur for approximately 30 minutes of the day, during certain times of the year. Due to the nature of the PV solar panels, this direct reflection would only be approximately half of that experienced by typical residential or commercial glasses. This reflection would also be similar to the existing surrounding environment (such as reflections off of dry sand, grass-type vegetation, and broadleaf deciduous trees). Thus, glare impacts to residents to the south would be less than significant.

PV PANEL REFLECTIVITY TO THE SOUTH COUNTY AIRPORT

Private aircraft may cross the proposed Project area and potentially experience glare from PV solar operations. These occurrences are dependent on altitude, relationship to the proposed Project area, and PV solar panel position. Glare to aircraft is not anticipated to result in substantial impacts, as in recent years several large scale solar projects have been completed and constructed at or near major airports without incident. March 1st, 2010 the second large-scale solar project was completed at the Denver International Airport. The 1.6 megawatt system at the airport's fuel facility was comprised of more than 7,300 Sharp Solar Panels. Since 2005, FedEx has been operating at the Oakland FedEx International Airport Hub with more than 5,700 solar panels generating over 900 kilowatts of peak energy to help power their facility. Thus, implementation of the proposed Project at Site 6 would not result in significant impacts to aircraft at the South County Airport.

OTHER BUILDING MATERIALS

Other proposed structures that could result in glare impacts to sensitive viewers include the proposed metal rack system that would uphold the PV solar panels. Mitigation measures would be required to use a matte or brush finish on the metal rack system in order to reduce the reflectivity of this surface. With implementation of mitigation measures, potential glare impacts from the metal rack system would be reduced to less than significant levels.

CUMULATIVE PROPOSED PROJECT

The proposed Project involves the construction of PV solar power systems within the ROW of seven sites along US-101 from PM 29.0 south to PM 10.3. The seven sites may be encountered by motorists in a variety of ways for which the durations and orientations of the views would differ. For example, a motorist traveling either north or south along US-101 may only experience one interchange with PV solar power

systems if they are traveling a short distance along the portion of US-101 within the proposed Project. A motorist could also encounter two or more interchanges with PV solar power systems if they are traveling a longer distance along US-101. Additionally, a motorist may encounter all seven sites if traveling the entire length of the proposed Project along US-101 from PM 29.0 south to PM 10.3. Assuming a travel speed of 65 miles per hour, the following view durations would occur for each individual site:

- Site 1: 17 seconds (assuming PV solar power systems become visible approximately 0.30 miles north or south of Site 1).
- Site 2: 33 seconds (assuming PV solar power systems become visible approximately 0.59 miles north or south of Site 2).
- Sites 3 through 7: 27 seconds each (assuming PV solar power systems become visible approximately 0.48 miles north or south of Sites 3 through 7).

If a motorist traveled past each of the seven sites (approximately 19.5 miles from Site 1 to Site 7), the total view duration would be approximately 18 minutes. However, the PV solar power systems would only be visible in proximity to each interchange and would not be visible during the entire time of travel. Therefore, the actual duration of views to PV solar power systems for a motorist traveling past all seven interchanges would be approximately 3.1 minutes (sum of the view durations per each site).

As stated above, the duration of views to PV solar power systmes for motorists traveling along US-101 in the proposed Project vicinity would vary between approximately 17 seconds and 3.1 minutes, depending on the motorists' length of travel. Views to PV solar power systems would be interesting to some and a nuisance to others. However, the local response indicates that there is a high level of support for the proposed Project; refer to Section 3.0, Comments and Coordination, and Appendix E, Letters of Support. Also, landscape palettes would be selected to be consistent with the nature of the proposed Project area. As motorists would not be exposed to constant views of panels, the worst case 3.1 minute view duration is considered to be a moderate duration of time, and as all three jurisdictions are in support of the proposed Project, cumulative impacts from the proposed Project would be less than significant. Implementation of recommended mitigation measures would further reduce cumulative impacts of the proposed Project. Impacts in this regard would be less than significant.

NO BUILD ALTERNATIVE

The No Build Alternative would maintain the existing roadway and interchange conditions, and therefore, would not alter existing views. Existing visual/aesthetic resources would not be affected by the No Build Alternative.

2.2.5.4 Mitigation Measures

Implementation of the following measures related to Visual/Aesthetics (VIS) would reduce or eliminate any adverse effects of the proposed Project. All mitigation measures will be designed and implemented with the concurrence of the District Landscape Architect.

VIS-1 The Project proponent shall install landscaping along the perimeter of the proposed chain-link fencing at each site that is compatible with the existing

landscape along the freeway and within the existing interchange right-of-way. Landscaping shall include low-lying shrub/groundcover mass planting throughout each of the seven sites (landscaping shall not protrude above or cast shade onto panels). All landscaping shall be drought-tolerant, native to the area, and low maintenance. Plants species shall have low water requirements and be similar in appearance to the existing landscaping. The new landscape concept and plant palette shall be determined in consultation with the District Landscape Architect. Erosion control plant species utilized shall be determined by the District Landscape Architect to ensure that the mix and application strategy is appropriate for the specific soil composition of the area.

VIS-2 Construction lighting types, plans, and placement shall be reviewed at the discretion of the District Landscape Architect in order to minimize light and glare impacts on surrounding sensitive uses.

VIS-3 Lighting at each site shall be limited to areas required for safety and security. All proposed lighting shall be oriented and directed downward to prevent light spillover onto adjacent properties. Project lighting types, plans, and placement shall be reviewed at the discretion of the District Landscape Architect.

VIS-4 The Project proponent shall utilize a matte or brush finish on the metal racking and PV framing in order to reduce the light reflectivity of these surfaces. The required matte or brush finish shall be reviewed at the discretion of the District Landscape Architect.

2.2.6 CULTURAL RESOURCES

2.2.6.1 Regulatory Setting

"Cultural resources" as used in this document refers to all historical and archaeological resources, regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act of 1966, as amended, (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and the Department went into effect for Department projects, both state and local, with FHWA involvement. The PA implements the Advisory Council's regulations (36 CFR 800) streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA's responsibilities under the PA have been assigned to the Department as part of the Surface Transportation Project Delivery Pilot Program (23 CFR 327) (July 1, 2007).

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as California Public Resources Code (PRC) Section 5024.1, which

established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires the Department to inventory state-owned structures in its rights-of-way.

2.2.6.2 Affected Environment

Information in this section is based upon the Historic Property Survey Report (HPSR) and Archaeological Survey Report (ASR) prepared by Basin Research Associates, Inc. in February 2011 for the proposed Project.

STUDY AREA

The Area of Potential Effects (APE) for all seven proposed Project sites includes all areas where direct or indirect impacts may occur. The APE includes concrete pad(s), steel racking, conduit and proposed Project-related landscaping, perimeter fencing, metal beam guard railing, all-weather access from the local roads, and staging area(s). The horizontal and vertical APE consists of the proposed solar facilities and solar network as well as grading and directional drilling within existing right-of-way (ROW).

METHODOLOGY

A pedestrian field survey was completed on October 25 and 26, 2010. Each interchange was divided into four quadrants (northeast [NE], southeast [SE], northwest [NW], and southwest [SW]) using US-101 as the north-south axis. Site 1 survey areas were denoted as east of US-101 and west of US-101. Field transects were oriented north to south for Sites 2 through 7, with Site 1 being oriented east to west, and spaced approximately 5 to 15 meters apart. Visibility varied at each site.

A prehistoric and historic sites records search was completed by the California Historical Resources Information System (CHRIS), Northwest Information Center (NWIC) at Sonoma State University Rohnert Park on August 12 and August 25, 2010. The records search for the proposed Project sites and surrounding area within a 0.5-mile radius was selected due to the size of each site's APE, type of construction project and the location of the APE within the existing ROW. A number of specialized listings for cultural resources were consulted (Basin Research Associates, Inc. 2011).

The Native American Heritage Commission (NAHC) was contacted in regard to resources listed on the *Sacred Lands Inventory.* Ten letters soliciting additional information were sent to the Native Americans individuals/groups listed by the NAHC in July 2010. Six responses were received. Department Professionally Qualified Staff (PQS) Archaeologist undertook additional follow-up with all Native Americans individuals and groups listed by the NAHC in November 2010 regarding additional information on Native American sites of importance within or near the proposed projects. Messages were left, but no response was received.

No historic properties listed, determined eligible or potentially eligible for inclusion on the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) have been identified in or adjacent to the APE.

SITE 1

The eastern portion of Site 1 is within an archaeologically sensitive area as identified by the San Jose General Plan (SJGP). The review of County Assessor's information for the residential properties adjacent to Site 1 indicates construction of the surrounding residences between 1965 and 1968-1989. The duplexes on Snow Drive adjacent to the northwest portion of Site 1 date from 1968-1980 through 1968-1989. The single family residences on Grey Ghost Avenue along the southwest side of the west side of Site 1 are the oldest residences, dating to 1965. The eastern side of Site 1 is flanked by single family residences. The north side of the eastern portion of Site 1, on Fontenelle Drive and Fontenelle Court, has residences that were built in 1979. The south side of the eastern portion of Site 1 was built in 1976 (i.e., Lionwood Place; Manxwood Place; Pebbletree Court; and Persianwood Place). None of the properties are over 50 years in age and are standard subdivision single family or duplex residences typical of the 1960s to 1980s. Thus, these properties do not warrant inclusion in a Historic Resources Evaluation Report (HRER).

According to the CHRIS/NWIC Records Search, no prehistoric or historic sites have been recorded or reported in or adjacent to the APE; however, seven sites have been recorded within 0.5 miles of the APE. No surface indications of prehistoric or historic cultural materials were observed during the field review. No evidence of prehistoric or historically significant archeological resources was observed during the field review of the APE conducted for the proposed Project.

SITE 2

Site 2 is within an archaeologically sensitive area as identified by the SJGP. According to the CHRIS/NWIC Records Search, no sites have been recorded or reported in or adjacent to the APE; however, 11 sites have been recorded within 0.5 mile of the APE.

No surface indications of prehistoric or historic cultural materials were observed during the field review. No evidence of prehistoric or historically significant archeological resources was observed during the field review of the APE conducted for the proposed Project.

SITE 3

Site 3 is within in an archaeologically sensitive area as identified by the SJGP. According to the CHRIS/NWIC Records Search, no sites have been recorded or reported in or adjacent to the APE; however, four sites and a reported cultural resource have been recorded within 0.5 miles of the APE.

No surface indications of prehistoric or historic cultural materials were observed during the field review. No evidence of prehistoric or historically significant archeological resources was observed during the field review of the APE conducted for the proposed Project.

SITE 4

The archaeological sensitivity of Site 4 and the vicinity is mapped as moderate by King and Hickman (1973:94, Map 15). A 2000 archaeological sensitivity map of the City of

Morgan Hill excludes the East Dunne Avenue Interchange. According to the CHRIS/NWIC Records Search, no sites have been recorded or reported in or adjacent to the APE; however, three sites have been recorded within 0.5 miles of the APE.

No surface indications of prehistoric or historic cultural materials were observed during the field review. No evidence of prehistoric or historically significant archeological resources was observed during the field review of the APE conducted for the proposed Project.

SITE 5

The archaeological sensitivity of Site 5 and the vicinity is mapped as moderate by King and Hickman (1973:94, Map 15). A 2000 archaeological sensitivity map of the City of Morgan Hill excludes the Tennant Avenue Interchange. According to the CHRIS/NWIC Records Search, no sites have been recorded or reported in or adjacent to the APE. Three sites have been recorded within 0.5 miles of the APE.

No surface indications of prehistoric or historic cultural materials were observed during the field review. No evidence of prehistoric or historically significant archeological resources was observed during the field review of the APE conducted for the proposed Project.

SITE 6

The archaeological sensitivity of Site 6 and vicinity is mapped as low within the US-101 corridor south from Morgan Hill to Gilroy. According to the CHRIS/NWIC Records Search, no sites have been recorded or reported in or adjacent to the APE; however, one site has been recorded within 0.5 miles of the APE.

No surface indications of prehistoric or historic cultural materials were observed during the field review. No evidence of prehistoric or historically significant archeological resources was observed during the field review of the APE conducted for the proposed Project.

SITE 7

The archaeological sensitivity of Site 7 and the vicinity is mapped as low within the US-101 corridor south from Morgan Hill to Gilroy. According to the CHRIS/NWIC Records Search, no sites have been recorded or reported in or adjacent to the APE; however, one site has been recorded within 0.5 miles of the APE.

No surface indications of prehistoric or historic cultural materials were observed during the field review. No evidence of prehistoric or historically significant archeological resources was observed during the field review of the APE conducted for the proposed Project.

2.2.6.3 Environmental Consequences

BUILD ALTERNATIVE

SITE 1

No prehistoric, combined prehistoric/historic, or historic era archaeological sites have been recorded or reported in or adjacent to the APE. No known ethnographic, traditional or contemporary Native American use areas and/or other features of cultural significance have been identified in or adjacent to this APE. No evidence of significant prehistoric or historically significant archaeological resources or potentially significant architectural resources was observed during the field inventories conducted for Site 1.

No Hispanic Period dwellings or other structures have been reported in or adjacent to the APE. No potentially significant American Period cultural resources have been identified in or adjacent to the APE. Site 1 is vacant and is in an area set aside for an interchange; however, there are currently no plans to build the interchange. The APE for Site 1 is adjacent to residential subdivisions, mostly single family residences constructed between the year 1965 and years 1968-1989.

No NRHP or CRHR listed, determined or pending archaeological sites, significant local, state or federal historic properties, landmarks, etc. have been identified in or adjacent to the APE for Site 1. The research undertaken for the proposed Project suggests a low potential for exposing subsurface archaeological materials within Site 1 during construction. According the HPSR and ASR prepared for the proposed Project, there is a minimal to low potential for the unexpected discovery of major subsurface archaeological materials during construction at Site 1, although isolated prehistoric and historic finds are possible. As such, grading should be minimized to the greatest extent practicable.

If buried cultural materials are encountered during construction, it is the Department's policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey would be required if the proposed Project changes to include areas not previously surveyed. Avoidance and/or minimization measures are provided to ensure that impacts to cultural resources are minimized or avoided during the construction phase.

SITES 2 THROUGH 7

No prehistoric, combined prehistoric/historic, or historic era archaeological sites have been recorded or reported in or adjacent to the APE. No known ethnographic, traditional or contemporary Native American use areas and/or other features of cultural significance have been identified in or adjacent to this APE. No Hispanic Period dwellings or other structures have been reported in or adjacent to the APE. No potentially significant American Period cultural resources have been identified in or adjacent to the APE. No evidence of significant prehistoric or historically significant archaeological resources or potentially significant architectural resources was observed during the field inventories conducted for Sites 2 through 7.

No NRHP or CRHR listed, determined, or pending archaeological sites, significant local, state or federal historic properties, landmarks, etc. have been identified in or

adjacent to the APE for Sites 2 through 7. The research undertaken for the proposed Project suggests a low potential for exposing subsurface archaeological materials within Sites 2 through 7 during construction. According the HPSR and ASR prepared for the proposed Project, there is a minimal to low potential for the unexpected discovery of major subsurface archaeological materials during construction at Sites 2 through 7, although isolated prehistoric and historic finds are possible. As such, grading should be minimized to the greatest extent practicable.

If buried cultural materials are encountered during construction, it is the Department's policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey would be required if the proposed Project changes to include areas not previously surveyed. Avoidance and/or minimization measures are provided to ensure that impacts to cultural resources are minimized or avoided during the construction phase.

CUMULATIVE PROPOSED PROJECT

The APEs for all seven proposed Project sites are within suburban/rural areas within operating ROW along US-101 from PM 29.0 south to PM 10.3. All of the sites have been reviewed during past cultural resources compliance studies or are included in regional overviews (Basin Research Associates, Inc. 2011).

Following background research and archaeological field survey investigation, no recorded or previously unidentified prehistoric or historic archaeological sites and architectural resources were located in each of the seven APEs. No Native American villages, sacred places, traditional or contemporary use areas have been identified in or adjacent to the seven APEs.

No NRHP or CRHR listed, or determined eligible archaeological sites or historic architectural resources have been identified in or adjacent to the seven APEs.

There is a low potential for exposing previously unidentified archaeological materials within the seven proposed APEs during construction. According to the HPSR and ASR prepared for the proposed Project, there is a minimal to low potential for the unexpected discovery of subsurface archaeological materials during construction at each of the seven sites, although isolated prehistoric and historic finds are possible. As such, grading should be minimized to the greatest extent practicable.

If buried cultural materials are encountered during construction, it is the Department's policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey would be required if the proposed Project changes to include areas not previously surveyed. Avoidance and/or minimization measures are provided to ensure that impacts to cultural resources are minimized or avoided during the construction phase.

NO BUILD ALTERNATIVE

Under the No Build Alternative, the PV solar power systems would not be constructed and the ROW areas at the seven sites would remain unchanged. Therefore, no impacts related to cultural resources would occur.

2.2.6.4 Avoidance and/or Minimization Measures

Implementation of the following measures, as related to cultural resources (CULT) would reduce or eliminate the adverse effects as related to cultural resources associated with the proposed Project:

CULT-1 If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area shall be diverted until a qualified archaeologist can assess the nature and significance of the find.

CULT-2 If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner shall notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains shall contact the District 4 Environmental Branch so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

2.3 Physical Environment

2.3.1 HYDROLOGY AND FLOODPLAIN

2.3.1.1 Regulatory Setting

Executive Order 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration (FHWA) requirements for compliance are outlined in 23 CFR 650 Subpart A.

In order to comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments
- Risks of the action
- Impacts on natural and beneficial floodplain values
- Support of incompatible floodplain development
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values impacted by the project.

The base floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the base floodplain.”

2.3.1.2 Affected Environment

The evaluation of hydrology and floodplains are based on professional standards and the conclusions of the Phase I Initial Site Assessment (ISA) prepared by RBF Consulting in November 2010, information provided by Project Engineers, Santa Clara Valley Water District GIS data, the Federal Emergency Management Agency (FEMA) data, and the Summary Floodplain Encroachment Reports provided in Appendix G.

Santa Clara County has five watershed areas: the Coyote, Guadalupe, Lower Peninsula and West Valley watershed areas drain north into the southern part of San Francisco Bay, while the Uvas-Llagas watershed flows south into the Pajaro River and into Monterey Bay.

All of the seven proposed Project sites are located within the Coyote Creek Watershed. The Coyote Creek Watershed is the largest in the Santa Clara Basin, and drains approximately 320 square miles of area from the Diablo Range on the east side of the Basin. Coyote Creek originates in the mountains northeast of the City of Morgan Hill and flows northwest for approximately 42 miles before entering the Lower South San Francisco Bay. Coyote Creek flows through unincorporated, predominately agricultural but rapidly urbanizing land, between the cities of Morgan Hill and San Jose. It then flows through the urbanized areas of San Jose and the lower edge of Milpitas, finally reaching the San Francisco Bay. Coyote Creek is the longest creek in Santa Clara County.

The proposed Project lies within the Santa Clara hydrologic basin. The overall Santa Clara hydrologic basin has a surface area of approximately 840 square miles. Sites 1

through 3 are located within the Santa Clara Valley Groundwater Basin, Santa Clara subbasin (California Department of Water Resources [DWR] Bulletin 118, Basin Number 2-9.02). The Santa Clara subbasin's total surface area is approximately 153,000 acres or approximately 240 square miles. The subbasin is bounded by the Diablo Range on the east and the Santa Cruz Mountains on the west. It extends from the northern border of Santa Clara County to the groundwater divide near the City of Morgan Hill (DWR 2004). The Santa Clara subbasin has an estimated operational storage capacity of 350,000 acre-feet. Recharge occurs primarily through infiltration via streambed runoff from upland areas within the basin (DWR 2004). The Santa Clara Valley Water District (SCVWD) also provides significant artificial recharge through the streambeds using surface water delivering in part from the Central Valley Project and the State Water Project. Until the 1960's, groundwater levels in the basin had declined regularly due to pumping, resulting in land subsidence within the Santa Clara subbasin; however, due to decreased pumping and increased artificial recharge using imported surface waters, groundwater levels have increased over the last 50 years (DWR 2004).

Sites 4 through 7 are located within the Gillroy-Hollister Groundwater Basin, Llagas subbasin (DWR Bulletin 118, Basin Number 3-3.01). The Llagas subbasin's total surface area is approximately 56,000 acres or approximately 87 square miles. The subbasin is bounded by the Diablo Range on the east and the Santa Cruz Mountains on the west. It extends from the groundwater divide at Cochran Road near the City of Morgan Hill in the north to the Pajaro River in the south. The Llagas subbasin has an estimated operational storage capacity of 150,000 acre-feet. Recharge to the Llagas subbasin occurs from a variety of sources: natural recharge from streams, principally Uvas and Llagas Creeks; percolation of precipitation and surplus irrigation waters; seepage along canals; subsurface inflow; and artificial recharge (DWR 2004).

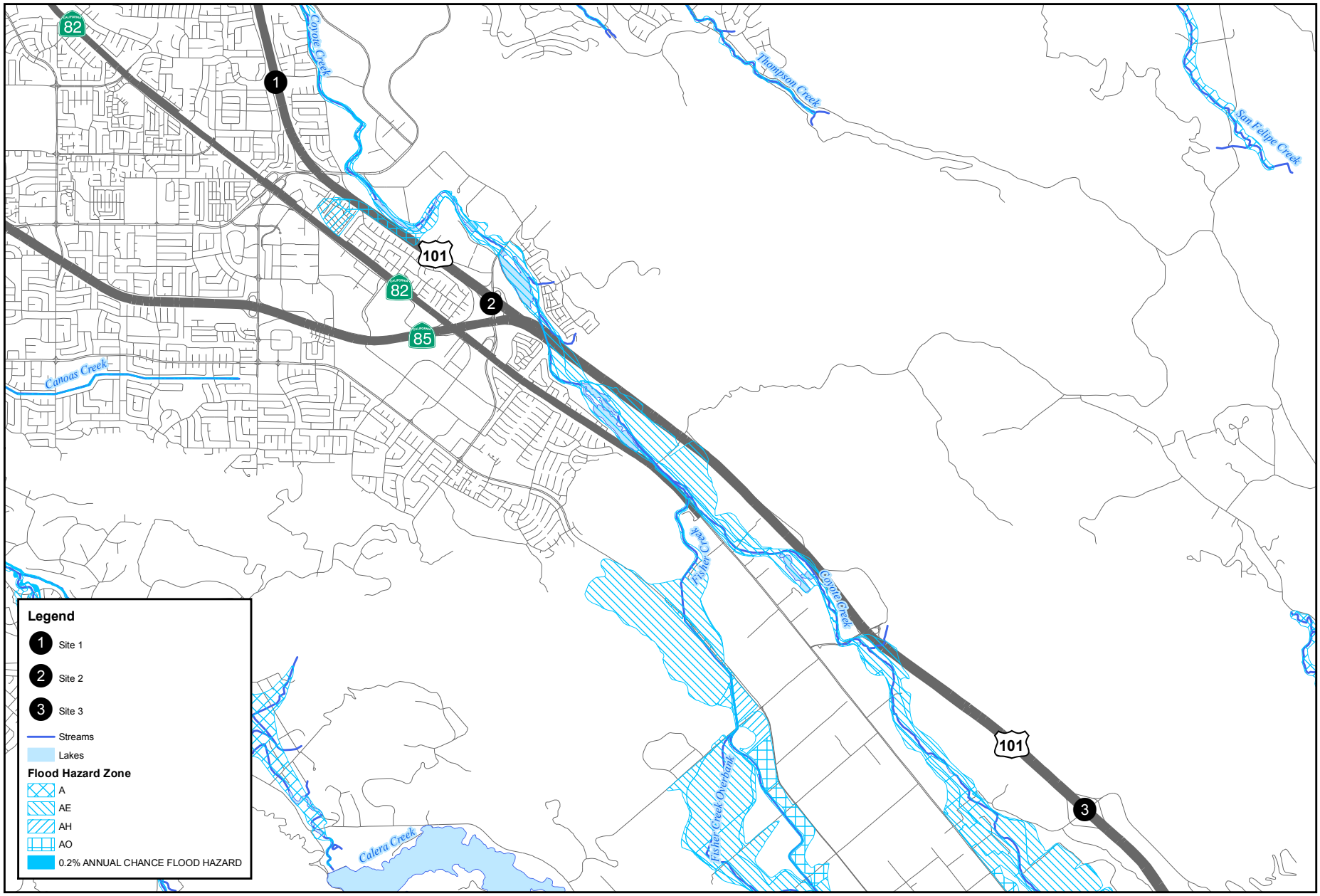
Depth to groundwater is reported to be 80 feet below ground surface (bgs) for Sites 4 and 5; however, groundwater very near the surface is expected because the sites are adjacent to groundwater recharge ponds. No groundwater depth information was report for the other five sites.

Flood zones are geographic areas that the FEMA has defined according to varying levels of flood risk. These zones are depicted on a community's Flood Insurance Rate Map (FIRM) or Flood Hazard Boundary Map. Each zone reflects the severity or type of flooding in the area. Each proposed Project site and associated FEMA designated Flood Zone is discussed below.

SITE 1

Site 1 is located within a FEMA designated Flood Zone D. Flood Zone D is defined as an area with possible but undetermined flood hazards. No flood hazard analysis has been conducted. Flood insurance rates are commensurate with the uncertainty of the flood risk. Figure 2.3.1-1, FEMA Flood Hazard Zone Sites 1 - 3, provides a graphical representation of the flood zone.

According to the SCVWD Dam Safety Program (Santa Clara Valley Water District [SCVWD], 2010), Site 1 is located within the inundation area for Anderson Dam, if dam failure would occur. Waters from Anderson Dam, under fair weather inundation conditions, would take between four and six hours to reach the site and water depths would range from 12 to 22 feet (SCVWD, 2003).



Source: FEMA DFIRM Santa Clara County

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

0 0.5 1 2 Miles

FEMA Flood Hazard Zones Sites 1-3

03/22/11 JN40-100418 Fig_2.3.1-1_FEMA_Site1_2_3.mxd LS

Figure 2.3.1-1

Coyote Creek is located to the east of Site 1. Site 1 would ultimately discharge to Coyote Creek.

SITE 2

Site 2 is located within a FEMA designated Flood Zone D. Flood Zone D is defined as an area with possible but undetermined flood hazards. No flood hazard analysis has been conducted. Flood insurance rates are commensurate with the uncertainty of the flood risk. Figure 2.3.1-1, FEMA Flood Hazard Zone Sites 1 - 3, provides a graphical representation of the flood zone.

According to the SCVWD Dam Safety Program (SCVWD, 2010), Site 2 is located within the inundation area for Anderson Dam, if dam failure would occur. Waters from Anderson Dam, under fair weather inundation conditions, would take between three and five hours to reach the site and water depths would range from 21 to 34 feet (SCVWD 2003).

Coyote Creek is located to the north and east of Site 2. Site 2 would ultimately discharge to Coyote Creek.

SITE 3

Site 3 is located within a FEMA designated Flood Zone D. Flood Zone D is defined as an area with possible but undetermined flood hazards. No flood hazard analysis has been conducted. Flood insurance rates are commensurate with the uncertainty of the flood risk. Figure 2.3.1-1, FEMA Flood Hazard Zone Sites 1 - 3, provides a graphical representation of the flood zone.

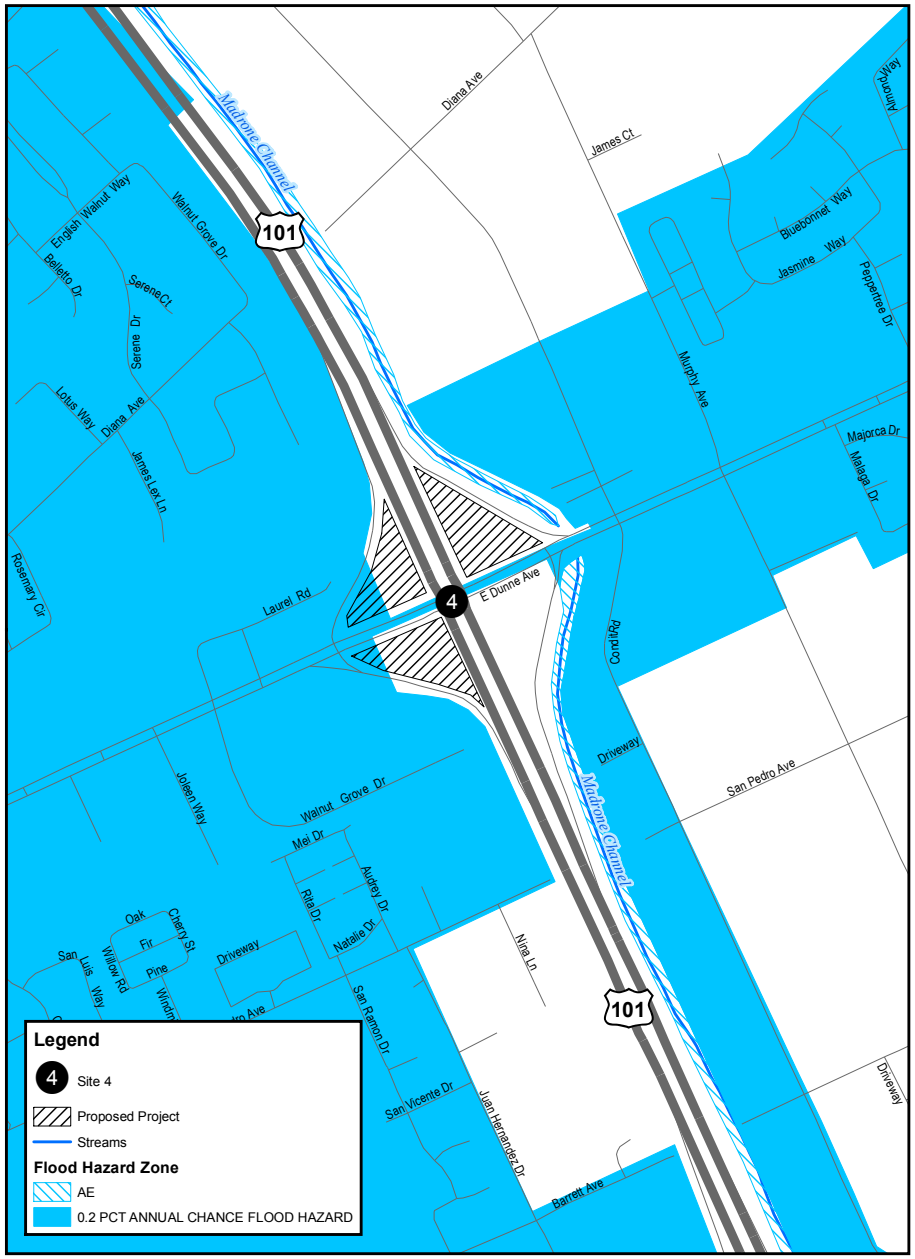
According to the SCVWD Dam Safety Program (SCVWD, 2010), Site 3 is located outside the inundation area for Anderson Dam, if dam failure would occur. Areas immediately west of Site 3 would experience water depths between 18 and 20 feet, under fair weather inundation conditions, within two and three hours of dam failure (SCVWD 2003).

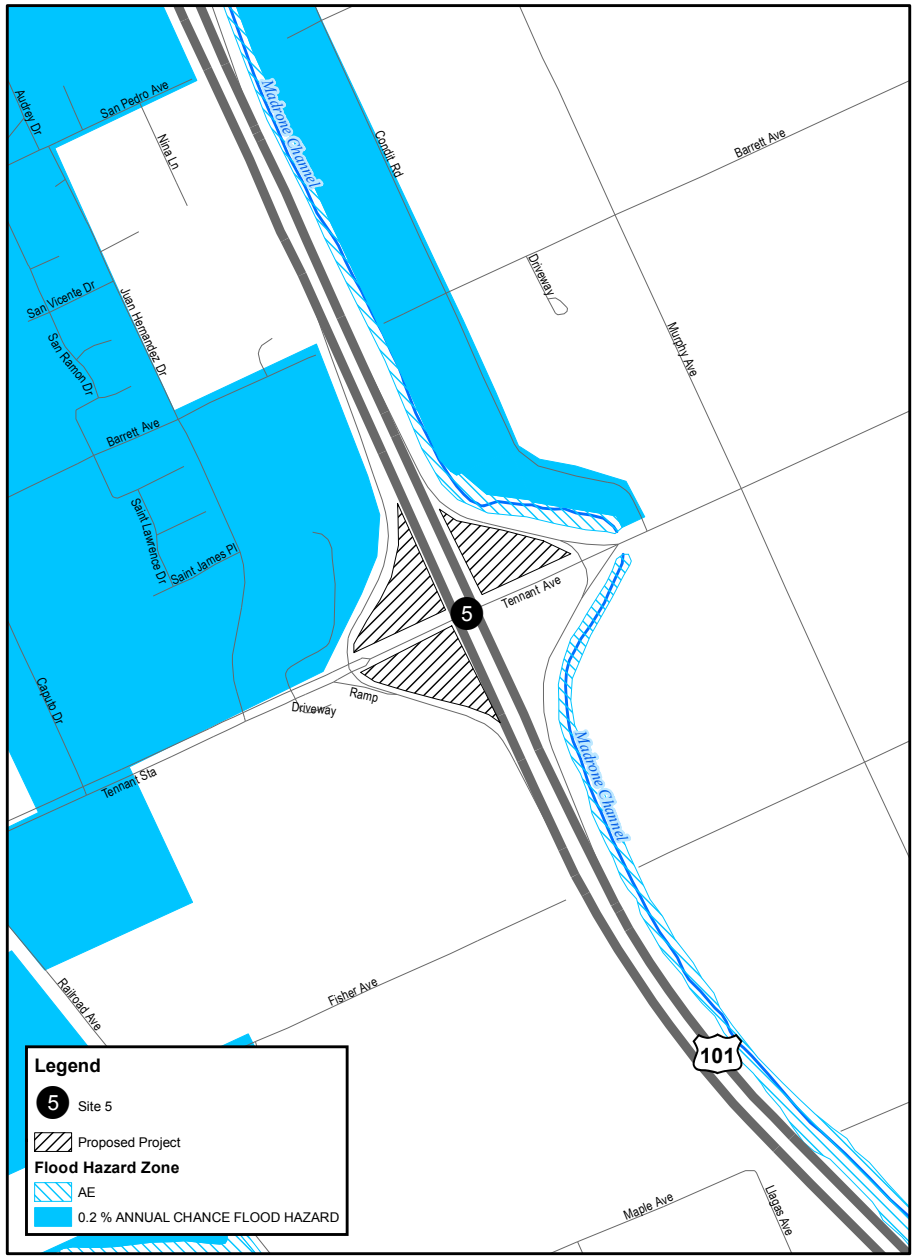
Coyote Creek is located to the west of Site 3. Site 3 would ultimately discharge to Coyote Creek.

SITE 4

The majority of Site 4 is located within FEMA designated Flood Zone D. Flood Zone D is defined as an area with possible but undetermined flood hazards. No flood hazard analysis has been conducted. Approximately 0.08 total acres within the northwest and southwest quadrants are located within a 0.2 percent annual chance flood hazard zone (500-year flood zone). Figure 2.3.1-2, FEMA Flood Hazard Zone Sites 4 and 5, provides a graphical representation of the flood zone.

According to the SCVWD Dam Safety Program (SCVWD, 2010), Site 4 is located within the inundation area for Anderson Dam, if dam failure would occur. Waters from Anderson Dam, under fair weather inundation conditions, would take approximately two hours to reach the Site 4 and water depths would be approximately 10 feet (SCVWD, 2003).





Source: FEMA DFIRM Santa Clara County

0 0.1 0.2 0.4 Miles

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FEMA Flood Hazard Zones Sites 4 and 5

03/22/11 JN40-100418 Fig_2.3.1-2_FEMA_Site4_Site5.mxd LS

Figure 2.3.1-2

The Madrone Ponds/Madrone Channel (a tributary to Llagas Creek), is located to the east of Site 4. Site 4 would ultimately discharge to Llagas Creek.

SITE 5

Site 5 is located within a FEMA designated Flood Zone D. Flood Zone D is defined as an area with possible but undetermined flood hazards. No flood hazard analysis has been conducted. Flood insurance rates are commensurate with the uncertainty of the flood risk. Figure 2.3.1-2, FEMA Flood Hazard Zone Sites 4 and 5, provides a graphical representation of the flood zone.

According to the SCVWD Dam Safety Program (SCVWD, 2010), Site 5 is located within the inundation area for Anderson Dam, if dam failure would occur. Waters from Anderson Dam, under fair weather inundation conditions, would take between two and 2.5 hours to reach the Site 5 and water depths would range from 10 to 14 feet (SCVWD, 2003).

The Madrone Ponds/Madrone Channel (a tributary to Llagas Creek), is located to the east of Site 5. Site 5 would ultimately discharge to Llagas Creek.

SITE 6

The majority of Site 6 is located within a FEMA designated Flood Zone D. Flood Zone D is defined as an area with possible but undetermined flood hazards. No flood hazard analysis has been conducted. Approximately one acre of the northeast quadrant of Site 6 is within Flood Zone AE (the base floodplain where base flood elevations are provided; an area inundated by 100-year flooding). Figure 2.3.1-3, FEMA Flood Hazard Zone Sites 6 and 7, provides a graphical representation of the flood zone.

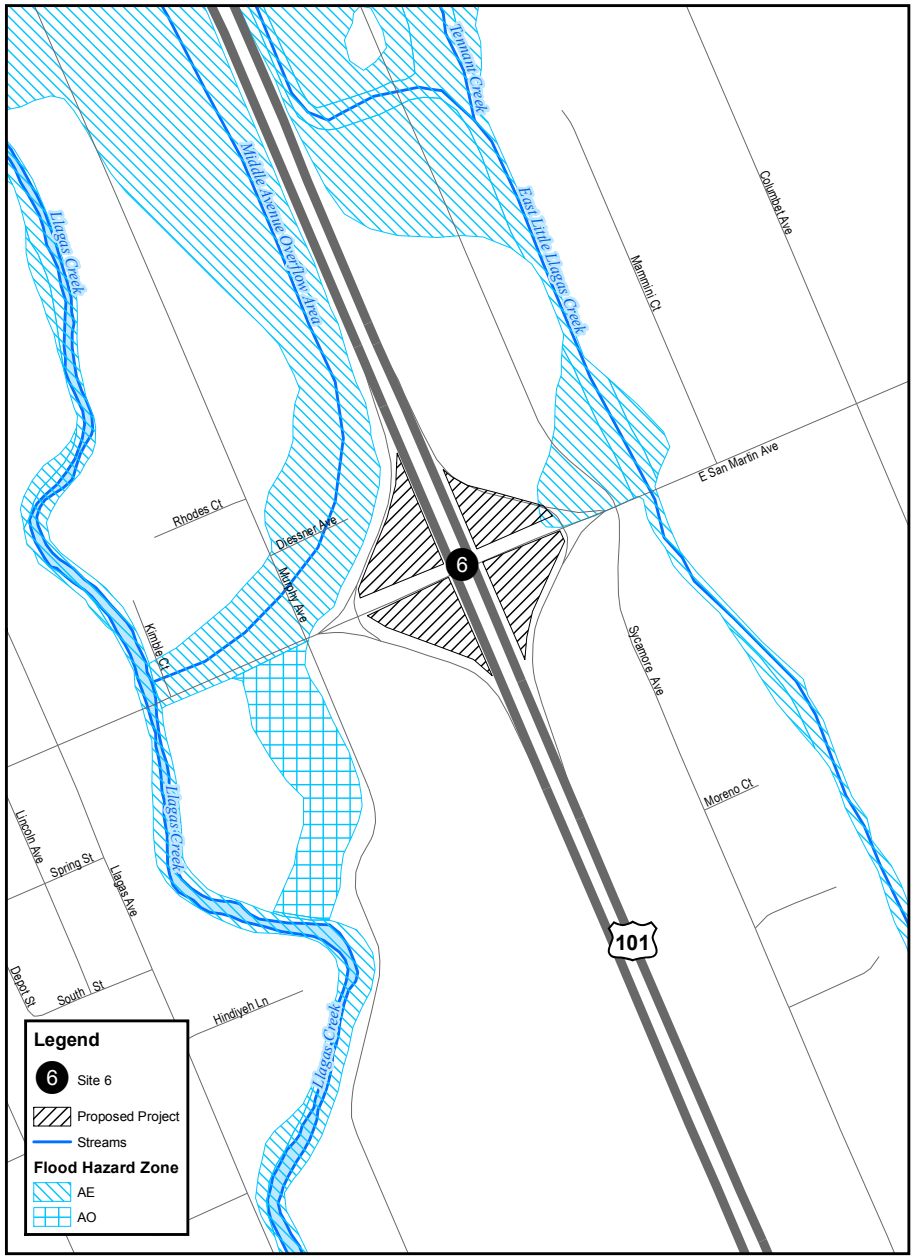
According to the SCVWD Dam Safety Program (SCVWD, 2010), Site 6 is located within the inundation area for Anderson Dam, if dam failure would occur. Waters from Anderson Dam, under fair weather inundation conditions, would take approximately three hours to reach the Site 6 and water depths would be approximately 13 feet (SCVWD, 2003).

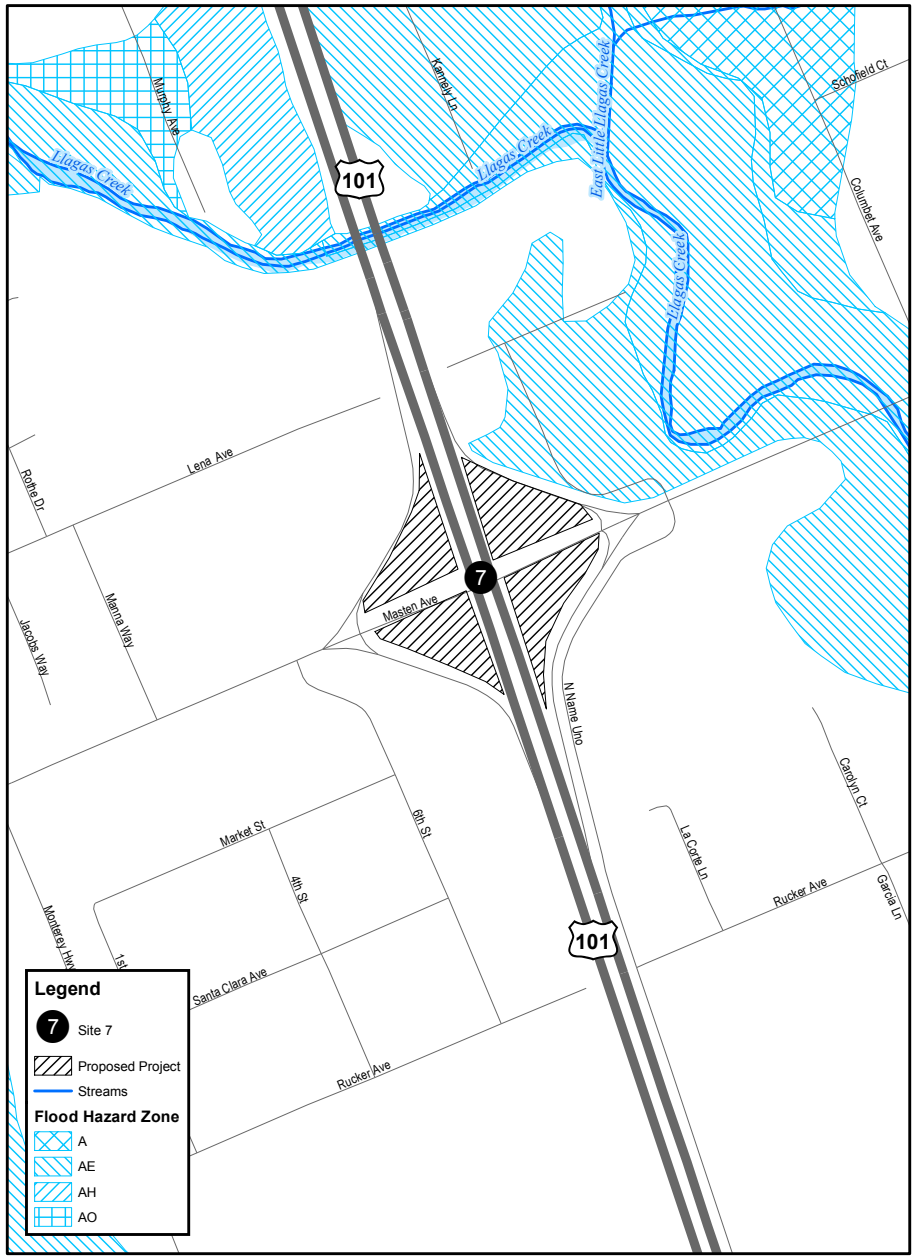
East Little Llagas Creek (a tributary to Llagas Creek) is located to the east of Site 6. Site 6 would ultimately discharge to Llagas Creek.

SITE 7

Site 7 is located within a FEMA designated Flood Zone D. Flood Zone D is defined as an area with possible but undetermined flood hazards. No flood hazard analysis has been conducted. Flood insurance rates are commensurate with the uncertainty of the flood risk. Figure 2.3.1-3, FEMA Flood Hazard Zone Sites 6 and 7, provides a graphical representation of the flood zone.

According to the SCVWD Dam Safety Program (SCVWD, 2010), Site 7 is located within the inundation area for Anderson Dam, if dam failure would occur. Waters from Anderson Dam, under fair weather inundation conditions, would take approximately 3.5 hours to reach the Site 7 and water depths would be approximately 10.5 feet (SCVWD, 2003).





Source: FEMA DFIRM Santa Clara County

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0 0.1 0.2 0.4 Miles

FEMA Flood Hazard Zones Sites 6 and 7

03/22/11 JN40-100418 Fig_2.3.1-3_FEMA_Site6_Site7.mxd LS

Figure 2.3.1-3

An unnamed ditch is located to the south of Site 7. Site 7 would ultimately discharge to Llagas Creek.

2.3.1.3 Environmental Consequences

BUILD ALTERNATIVE

SITE 1

Site 1 is not located within a 100-year flood zone. Given the minimal increase in impervious surface, 0.2 acre, at Site 1, the proposed Project would not increase the flooding potential of adjacent properties, and significant encroachment would not occur. Site 1 would be graded and appropriate drainage would be provided. In addition, gravel would be placed below the PV solar power systems, resulting in pervious surfaces within the proposed Project area, thus reducing runoff and the risk of off-site flooding, as a result of the proposed Project.

Site 1 is located within the Anderson Dam inundation area, if dam failure occurs. Anderson Dam is currently being evaluated for seismic stability and plans to retrofit the dam. The proposed Project would not include habitable buildings. One maintenance crew would be on-site once per month to complete maintenance and repair activities, when needed. The potential flood hazard is prevalent throughout Santa Clara County and is not unique to the proposed Project area. Conformance with the California Building Code (CBC), as well as adherence to standard engineering practices would reduce the effects resulting in dam failure.

Temporary impacts would not occur at Site 1 because it is outside of the 100-year floodplain. In addition, standard best management practices (BMPs) would be required in order to reduce any runoff during construction activities, thus ensuring no impacts to the sites or the surrounding areas.

SITE 2

Site 2 is not located within a 100-year flood zone. Given the minimal increase in impervious surface, 0.2 acre, at Site 2, the proposed Project would not increase the flooding potential of adjacent properties, and significant encroachment would not occur. Site 2 would be graded and appropriate drainage would be provided. In addition, gravel would be placed below the PV solar power systems, resulting in pervious surfaces within the proposed Project area, thus reducing runoff and the risk of off-site flooding, as a result of the proposed Project.

Site 2 is located within the Anderson Dam inundation area, if dam failure occurs. Anderson Dam is currently being evaluated for seismic stability and plans to retrofit the dam. The proposed Project would not include habitable buildings. One maintenance crew would be on-site once per month to complete maintenance and repair activities, when needed. The potential flood hazard is prevalent throughout Santa Clara County and is not unique to the proposed Project area. Conformance with the CBC, as well as adherence to standard engineering practices would reduce the effects resulting in dam failure.

Temporary impacts would not occur at Site 2 because it is outside of the 100-year floodplain. In addition, standard BMPs would be required in order to reduce any runoff

during construction activities, thus ensuring no impacts to the sites or the surrounding areas.

SITE 3

Site 3 is not located within a 100-year flood zone. Given the minimal increase in impervious surface, 0.2 acre, at Site 3, the proposed Project would not increase the flooding potential of adjacent properties, and significant encroachment would not occur. Site 3 would be graded and appropriate drainage would be provided. In addition, gravel would be placed below the PV solar power systems, resulting in pervious surfaces within the proposed Project area, thus reducing runoff and the risk of off-site flooding, as a result of the proposed Project.

Site 3 is not located within the Anderson Dam inundation area, if dam failure occurs. Therefore, no impact would occur at Site 3 in this regard. However, because Site 3 would be in close proximity to floodwaters if dam failure were to occur, conformance with the CBC, as well as adherence to standard engineering practices would reduce the effects resulting in dam failure.

Temporary impacts would not occur at Site 3 because it is outside of the 100-year floodplain. In addition, standard BMPs would be required in order to reduce any runoff during construction activities, thus ensuring no impacts to the sites or the surrounding areas.

SITE 4

Site 4 is not located within a 100-year flood zone. Given the minimal increase in impervious surface, 0.2 acre, at Site 4, the proposed Project would not increase the flooding potential of adjacent properties, and significant encroachment would not occur. Site 4 would be graded and appropriate drainage would be provided. In addition, gravel would be placed below the PV solar power systems, resulting in pervious surfaces within the proposed Project area, thus reducing runoff and the risk of off-site flooding, as a result of the proposed Project.

Site 4 is located within the Anderson Dam inundation area, if dam failure occurs. Anderson Dam is currently being evaluated for seismic stability and plans to retrofit the dam. The proposed Project would not include habitable buildings. One maintenance crew would be on-site once per month to complete maintenance and repair activities, when needed. The potential flood hazard is prevalent throughout Santa Clara County and is not unique to the proposed Project area. Conformance with the CBC, as well as adherence to standard engineering practices would reduce the effects resulting in dam failure.

Temporary impacts would not occur at Site 4 because it is outside of the 100-year floodplain. In addition, standard BMPs would be required in order to reduce any runoff during construction activities, thus ensuring no impacts to the sites or the surrounding areas.

SITE 5

Site 5 is not located within a 100-year flood zone. Given the minimal increase in impervious surface, 0.2 acre, at Site 5, the proposed Project would not increase the flooding potential of adjacent properties, and significant encroachment would not occur.

Site 5 would be graded and appropriate drainage would be provided. In addition, gravel would be placed below the PV solar power systems, resulting in pervious surfaces within the proposed Project area, thus reducing runoff and the risk of off-site flooding, as a result of the proposed Project.

Site 5 is located within the Anderson Dam inundation area, if dam failure occurs. Anderson Dam is currently being evaluated for seismic stability and plans to retrofit the dam. The proposed Project would not include habitable buildings. One maintenance crew would be on-site once per month to complete maintenance and repair activities, when needed. The potential flood hazard is prevalent throughout Santa Clara County and is not unique to the proposed Project area. Conformance with the CBC, as well as adherence to standard engineering practices would reduce the effects resulting in dam failure.

Temporary impacts would not occur at Site 5 because it is outside of the 100-year floodplain. In addition, standard BMPs would be required in order to reduce any runoff during construction activities, thus ensuring no impacts to the sites or the surrounding areas.

SITE 6

One acre, in the northeast quadrant of Site 6 is within Flood Zone AE. The layout for Site 6 is depicted in Figure 1-8, Proposed Project Site Plan for Site 6. All proposed Project facilities are outside the Flood Zone AE. Given the minimal increase in impervious surface, 0.2 acre, at Site 6, the proposed Project area relative to the size of the floodplain, effects on the floodplain would not increase the flooding potential of adjacent properties, and significant encroachment would not occur. In addition, gravel would be placed below the PV solar power system, resulting in pervious surfaces within the proposed Project area, thus reducing runoff and the risk of off-site flooding, as a result of the proposed Project.

Site 6 is located within the Anderson Dam inundation area, if dam failure occurs. Anderson Dam is currently being evaluated for seismic stability and plans to retrofit the dam. The proposed Project would not include habitable buildings. One maintenance crew would be on-site once per month to complete maintenance and repair activities, when needed. The potential flood hazard is prevalent throughout Santa Clara County and is not unique to the proposed Project area. Conformance with the CBC, as well as adherence to standard engineering practices would reduce the effects resulting in dam failure.

It is anticipated that all temporary construction impacts would occur outside of the Flood Zone AE for Site 6; however, there is a chance that the construction activities associated with the driveway in the northeast quadrant would encroach into Flood Zone AE. Construction activities would be temporary in nature and BMPs would be implemented to reduce any impacts on hydrology and floodplain areas.

SITE 7

Site 7 is not located within a 100-year flood zone. Given the minimal increase in impervious surface, 0.2 acre, at Site 7, the proposed Project area would not increase the flooding potential of adjacent properties, and significant encroachment would not occur. The PV solar power system structures would not impede floodwaters. Site 7 would be graded and appropriate drainage would be provided. In addition, gravel

would be placed below the PV solar power systems, resulting in pervious surfaces within the proposed Project area, thus reducing runoff and the risk of off-site flooding, as a result of the proposed Project.

Site 7 is all located within the Anderson Dam inundation area, if dam failure occurs. Anderson Dam is currently being evaluated for seismic stability and plans to retrofit the dam. The proposed Project would not include habitable buildings. One maintenance crew would be on-site periodically to complete maintenance and repair activities, when needed. The potential flood hazard is prevalent throughout Santa Clara County and is not unique to the proposed Project area. Conformance with the CBC, as well as adherence to standard engineering practices would reduce the effects resulting in dam failure.

Temporary impacts would not occur at Site 7 because it is outside of the 100-year floodplain. In addition, standard BMPs would be required in order to reduce any runoff during construction activities, thus ensuring no impacts to the sites or the surrounding areas.

CUMULATIVE PROPOSED PROJECT

The proposed Project is located outside a 100-year flood zone, with the exception of one acre in the northeast quadrant of Site 6. However, construction activities and no permanent PV solar power system facilities would be placed within a 100-year flood zone at any of the seven sites.

The existing ground characteristics of each site, excluding vegetal cover, will not be significantly modified for this project. Specifically, each site will be scarified and then restored back to existing grade with the installation of loosely compacted, permeable material underlain with a permeable weed control fabric. The permeable material will be compacted to a degree that mimics current soil infiltration rates. The proposed site topography will essentially match existing topography and not alter current surface water storage characteristics. There are no significant impacts to each site or downstream drainage facilities. Facility and grading modifications are limited to minor adjustments to allow for the installation of the piers. Those modifications include relocating facilities to within a few feet of their current location and then re-grading swales accordingly.

The addition of impervious surfaces is the result of new driveway installations at each location. Site 1 has an impervious area of 0.4 acres as it requires the installation of slightly longer driveway compared to the Sites 2 through 7. Consequently, Sites 2 through 7 would result in 0.2 acre of increased impervious surface as driveways are shorter. Given the minimal increase in impervious surface, and the distance between each site, one mile or more, the proposed Project would not increase the flooding potential of adjacent properties, and significant encroachment would not occur. In addition, gravel would be placed below the PV solar power systems, resulting in pervious surfaces within the project area, thus reducing runoff and the risk of off-site flooding.

Sites 1, 2, 4, 5, 6, and 7 are located within the Anderson Dam inundation area, if dam failure occurs; however, the proposed Project would not include habitable buildings. This potential flood hazard is prevalent throughout Santa Clara County and is not unique to the proposed Project area. Conformance with the CBC, as well as adherence to standard engineering practices would reduce the effects resulting in dam failure.

Construction activities would be temporary in nature and BMPs would be implemented to reduce any impacts on hydrology and floodplain areas.

NO BUILD ALTERNATIVE

Under the No Build Alternative, the PV solar power systems would not be constructed and the right-of-way (ROW) areas at the seven sites would remain unchanged. Therefore, no impacts related to hydrology and floodplain would occur.

2.3.1.4 Avoidance and/or Minimization Measures

No avoidance and/or minimization measures are required. Refer to Section 2.3.2, WATER QUALITY AND STORM WATER RUNOFF, avoidance and/or minimization measures.

2.3.2 WATER QUALITY AND STORM WATER RUNOFF

2.3.2.1 Regulatory Setting

FEDERAL REQUIREMENTS

CLEAN WATER ACT

In 1972, the Federal Water Pollution Control Act was amended, making the discharge of pollutants to the waters of the United States from any point source unlawful, unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The Federal Water Pollution Control Act was subsequently amended in 1977, and was renamed the Clean Water Act (CWA). The CWA, as amended in 1987, directed that storm water discharges are point source discharges. The 1987 CWA amendment established a framework for regulating municipal and industrial storm water discharges under the NDPES program. Important CWA sections are as follows:

- Sections 303 and 304 provide for water quality standards, criteria, and guidelines.

- Section 401 requires an applicant for any federal project that proposes an activity, which may result in a discharge to waters of the United States to obtain certification from the State that the discharge will comply with other provisions of the act.

- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) into waters of the United States. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) establishes addresses storm water and non-storm water discharges.

- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the US Army Corps of Engineers (ACOE).

The objective of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters."

STATE REQUIREMENTS

PORTER-COLOGNE WATER QUALITY CONTROL ACT (CALIFORNIA WATER CODE)

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives) required by the CWA, and regulating discharges to ensure that the objectives are met. Details regarding water quality standards in a project area are contained in the applicable RWQCB Basin Plan. States designate beneficial uses for all water body segments, and then set criteria necessary to protect these uses. Consequently, the water quality standards developed for particular water segments are based on the designated use and vary depending on such use. In addition, each state identifies waters failing to meet standards for specific pollutants, which are state listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source controls, the CWA requires establishing Total Maximum Daily Loads (TMDLs). TMDLs establish allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

STATE WATER RESOURCES CONTROL BOARD AND REGIONAL WATER QUALITY CONTROL BOARDS

The SWRCB administers water rights, water pollution control, and water quality functions throughout the state. RWCQBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

- **NPDES Program**

  The SWRCB adopted Department Statewide NPDES Permit (Order No. 99-06-DWQ) on July 15, 1999. This permit covers all Department rights-of-way, properties, facilities, and activities in the State. NPDES permits establish a 5-year permitting time frame. NPDES permit requirements remain active until a new permit has been adopted.

In compliance with the permit, the Department developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP describes the minimum procedures and practices the Department uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices (BMPs). The proposed Project will be programmed to follow the guidelines and procedures outlined in the

2003 SWMP to address storm water runoff or any subsequent SWMP version draft and approved.

- **Municipal Separate Storm Sewer System Program**

The United States Environmental Protection Agency (US EPA) defines a Municipal Separate Storm Sewer System (MS4) as any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, country, or other public body having jurisdiction over storm water, that are designed or used for collecting or conveying storm water. As part of the NPDES program, US EPA initiated a program requiring that entities having MS4s apply to their local RWQCBs for storm water discharge permits. The program proceeded through two phases. Under Phase I, the program initiated permit requirements for designated municipalities with populations of 100,000 or greater. Phase II expanded the program to municipalities with populations less than 100,000.

- **Construction Activity Permitting**

Section H.2, Construction Program Management of the Department's NPDES permit states: "The Construction Management Program shall be in compliance with requirement of the NPDES General Permit for Construction Activities (Construction General Permit)". Construction General Permit (Order No. 2009-009-DWQ), adopted on September 2, 2009, became effective on July 1, 2010. The permit regulates storm water discharges from construction sites that result in a disturbed soil area (DSA) of one acre or greater, and/or are part of a common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit.

The newly adopted permit separates projects into Risk Levels 1 – 3. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring. Risk levels are determined during the design phase and are based on potential erosion and transport to receiving waters. Applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPP).

Department Statewide NPDES Permit requires the Department to submit a Notice of Construction (NOC) to the RWCB to obtain coverage under the Construction General Permit. Upon project completion, a Notice of Completion of Construction (NOCC) is required to suspend coverage. This process will continue to apply to Department projects until a new Department Statewide NPDES Permit is adopted by the SWRCB. An NOC or equivalent form will be submitted to the RWQCB at least 30 days prior to construction if the associated DSA is 1 acre or more. In accordance with the Department's Standard Specifications, a Water Pollution Control Plan (WPCP) is used for projects with DSA less than 1-acre.

During the construction phase, compliance with the permit and the Department's Standard Special Conditions requires appropriate selection and deployment of both structural and non-structural BMPs. These BMPs must achieve performance standards of Best Available Technology economically achievable/Best Conventional Pollutant Control Technology (BAT/BCT) to reduce or eliminate storm water pollution.

2.3.2.2 Affected Environment

The evaluation of water quality and storm water runoff is based on information provided by the Project Engineer. The seven sites that make up the proposed Project area have a Mediterranean climate, with about 300 days of sunshine annually. The mean annual precipitation is between 16 and 19 inches.

SITE 1

Site 1 lies within Region 2 of the San Francisco Bay RWQCB. Currently, Site 1 is occupied by unpaved grassy areas, drainage swales, and two earthen berm sound walls. Soil types are varied, with a majority of silts and clays having a very low infiltration rate. Ground water depths have not been determined. The existing impervious surface area is zero (0) acres.

Site 1 is within the City of San Jose, which has local storm drain systems adjacent to the proposed Project. The proposed Project discharges from the Department right-of-way (ROW) into a City of San Jose storm drain pipe system prior to discharging to Coyote Creek (the receiving water body). Coyote Creek is a sizable natural river that flows through San Jose.

Coyote Creek is listed on the 2006 CWA Section 303(d) list of water quality limited segments for the San Francisco Bay RWQCB (approved by US EPA June 28, 2007). The pollutant of concern is diazinon, with the potential source of urban runoff/storm sewers.

SITE 2

Site 2 lies within Region 2 of the San Francisco Bay RWQCB. Currently, Site 2 is occupied by either unpaved grassy areas, or by unpaved areas with grasses, landscape trees, and gravel pathways. Soil types are varied, with a majority of silts and clays having a low infiltration rate. Ground water depths have not been determined, but given the proximity to Coyote Creek, it is likely that ground water would be encountered at 25 feet or less. The existing impervious surface area is zero (0) acres.

Site 2 is within the City of San Jose, which has local storm drain systems adjacent to the proposed Project. The proposed Project discharges from the Department ROW into a City of San Jose storm drain pipe system prior to discharging to Coyote Creek (the receiving water body). Coyote Creek is a sizable natural river that flows through San Jose.

Coyote Creek is listed on the 2006 CWA Section 303(d) list of water quality limited segments for the San Francisco Bay RWQCB (approved by US EPA June 28, 2007).

The pollutant of concern is diazinon, with the potential source of urban runoff/storm sewers.

SITE 3

Site 3 lies within Region 2 of the San Francisco Bay RWQCB. Currently, Site 3 is occupied by unpaved grassy areas, several which contain earthwork stockpiles from other projects. In the location of the stockpile, if this has not been removed by others, it will be cut and regraded locally. Soil types are varied, with a majority of silts and clays having a very low infiltration rate. Ground water depths have not been determined. The existing impervious surface area is zero (0) acres.

Site 3 lies within the City of San Jose, which has local storm drain systems adjacent to the proposed Project. The proposed Project discharges from the Department ROW into a City of San Jose storm drain pipe system prior to discharging to Coyote Creek (the receiving water body). Coyote Creek is a sizable natural river that flows through San Jose.

Coyote Creek is listed on the 2006 CWA Section 303(d) list of water quality limited segments for the San Francisco Bay RWQCB (approved by US EPA June 28, 2007). The pollutant of concern is diazinon, with the potential source of urban runoff/storm sewers.

SITE 4

Site 4 lies within Region 3 of the Central Coast RWQCB. Currently, Site 4 is occupied by unpaved grassy areas with intermittent trees and drainage swales. The trees in the area consist of several native trees and a large number of planted evergreens. The soil type is primarily gravelly loam, with moderate infiltration rate. Ground water depths are reported to be 80 feet below ground surface (bgs), but groundwater very near the surface is expected, due to being adjacent to groundwater recharge ponds. The existing impervious surface area is zero (0) acres.

Site 4 lies within the City of Morgan Hill, which has local storm drain systems adjacent to Site 4. The proposed Project discharges from the Department ROW into the Madrone Ponds/Madrone Channel, which is a groundwater recharge basin. Additionally, the Madrone Channel is a tributary to Llagas Creek.

Madrone Channel is not listed on the 2006 CWA Section 303(d) list of water quality limited segments for the Central Coast RWQCB (approved by US EPA June 28, 2007) and, therefore, there are no known pollutants of concern.

SITE 5

Site 5 lies within Region 3 of the Central Coast RWQCB. Currently, Site 5 is occupied by unpaved grassy areas with intermittent trees and drainage swales. A new bridge and loop ramp, in the southeast quadrant, are currently under construction. The soil type is primarily loam, with a very low infiltration rate. Ground water depths are reported to be 80 feet bgs, but groundwater very near the surface is expected, due to being adjacent to groundwater recharge ponds. The existing impervious surface area is zero (0) acres.

Site 5 lies within the City of Morgan Hill, which has local storm drain systems adjacent to the proposed Project. The proposed Project discharges from the Department ROW into the Madrone Ponds/Madrone Channel, which is a groundwater recharge basin. Additionally, the Madrone Channel is a tributary to Llagas Creek.

Madrone Channel is not listed on the 2006 CWA Section 303(d) list of water quality limited segments for the Central Coast RWQCB (approved by USEPA June 28, 2007) and, therefore, there are no known pollutants of concern.

SITE 6

Site 6 lies within Region 3 of the Central Coast RWQCB. Currently, Site 6 is occupied by unpaved grassy areas and drainage swales. The soil type is a mixture of clay loam and gravelly loam, with varying infiltration rates. Ground water depths have not been determined. The existing impervious surface area is zero (0) acres.

Site 6 lies within the County of Santa Clara, which has local storm drain systems adjacent to the proposed Project site. The proposed Project discharges from the Department ROW into a storm drain pipe system that travels a short distance to the east before outfalling to East Little Llagas Creek, which is a tributary to Llagas Creek.

East Little Llagas Creek is not listed on the 2006 CWA Section 303(d) list of water quality limited segments for the Central Coast RWQCB (approved by USEPA June 28, 2007) and, therefore, there are no known pollutants of concern.

SITE 7

Site 7 lies within Region 3 of the Central Coast RWQCB. Currently, Site 7 is occupied by unpaved grassy areas and drainage swales. The soil type is a mixture of clay loam and gravelly loam, with varying infiltration rates. Ground water depths have not been determined. The existing impervious surface area is zero (0) acres.

Site 7 lies within the County of Santa Clara, which has local storm drain systems adjacent to the proposed Project site. The proposed Project discharges from the Department ROW into an unnamed Department drainage ditch within the Department ROW. This ditch travels to the south for two miles before converging with West Branch Llagas Creek, just north of Leavesley Road in Gilroy.

The unnamed drainage ditch is not listed on the 2006 CWA Section 303(d) list of water quality limited segments for the Central Coast RWQCB (approved by USEPA June 28, 2007) and, therefore, there are no known pollutants of concern.

2.3.2.3 Environmental Consequences

BUILD ALTERNATIVE

SITE 1

The proposed Project is entirely within existing ROW and no additional ROW would be acquired. After construction, the proposed Project would have a similar ability to

generate runoff as under the existing conditions. The proposed Project is not anticipated to increase sediment loading and would require minor cuts and fills to provide adequate grading. All areas where PV solar power systems would be installed would be cleared of existing vegetation and the existing ground would be overlaid with a weed barrier and a three-inch layer of permeable material. The proposed Project would result in a net increase in impervious surface of 0.4 acre, but the proposed Project would not be required to incorporate permanent treatment BMPs because it would not be a point source for pollutants.

Temporary water quality construction impacts associated with construction generally come from runoff during construction, including erosion and siltation from unpaved areas. Sediments can adversely affect water quality and negatively affect fish, aquatic plants, and other organisms. Construction at Site 1 would result in a very low level of erosion or siltation effects. This is due to the relatively small area of grading involved and the generally flat nature of the site. Temporary construction impacts require Construction BMPs at Site 1. In addition, planned monitoring locations would be in three locations where runoff leaves the site. The first monitoring location would be on the west side of US-101 where runoff collects into a large swale and then runs to a culvert under the freeway; the culvert opening is an ideal location for monitoring. The second monitoring location would be on the east side of US-101 where runoff collects into a roadside ditch. The third monitoring location would be at the far east portion of Site 1 where runoff may occur and be transported off-site. This last location does not have a swale or other indication of significant runoff and may end up generating no runoff at all, but this narrow area of land appears to have no other way of draining overland, so it is worth considering doing monitoring at this location in case runoff does occur. Site 1 requires water monitoring, sampling, and reporting (to the RWQCB) at locations where runoff leaves the project area.

The proposed Project would fully conform to the current runoff/discharge requirements of the Statewide NPDES Storm Water Permit (No. 99-06-DWQ, CAS000003) and the SWRCB Construction General Permit (No., 99-08-DWQ, CAS000002). As discussed below, under *Cumulative Proposed Project,* this Statewide General Construction Permit regulates discharges from construction sites that disturb one (1) or more acres of soil. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least one (1) acre of total land area must comply with the provision of this NPDES Permit, and develop and implement an effective SWPPP.

Site 1, individually, does not meet the one (1) acre or more criteria; however, as discussed below, *Cumulative Proposed Project,* the proposed Project would be required to conform to the Statewide NPDES Storm Water Permit (No. 99-06-DWQ, CAS000003) and the SWRCB Construction General Permit (No., 99-08-DWQ, CAS000002) because any combination of up to seven sites would result in disturbance of one (1) acre or more.

SITES 2 THROUGH 7

The proposed Project is entirely within existing ROW and no additional ROW would be acquired. After construction, the proposed Project would have a similar ability to generate runoff as under the existing conditions. The proposed Project is not anticipated to increase sediment loading and would require minor cuts and fills to

provide adequate grading. All areas where PV solar power systems would be installed would be cleared of existing vegetation and the existing ground would be overlaid with a weed barrier and a three-inch layer of permeable material. The proposed Project would result in a net increase in impervious surface of 0.2 acre, but the proposed Project would not be required to incorporate permanent treatment BMPs because it would not be a point source for pollutants.

Temporary water quality construction impacts associated with construction generally come from runoff during construction, including erosion and siltation from unpaved areas. Sediments can adversely affect water quality and negatively affect fish, aquatic plants, and other organisms. Construction at Site 2 would result in a very low level of erosion or siltation effects. This is due to the relatively small area of grading involved and the generally flat nature of the site. Temporary construction impacts require Construction BMPs at Sites 2 through 7.

Sites 2 and 3 require water monitoring, sampling, and reporting (to the RWQCB) at locations where runoff leaves the project area. The monitoring locations would be located on each side of US-101, where storm water leaves Site 2. At Site 3, the planned monitoring location would be at the single storm drain pipe where water leaves Site 3. Sites 4 and 5 discharge directly into Madrone Channel, which is unlined, as it impounds water for groundwater recharge. Sites 4 and 5 doe not required water monitoring, sampling or reporting (the the RWQCB). Site 6 does not require water monitoring, sampling, or reporting (to the RWQCB). Site 7 discharges directly into an unlined, unnamed ditch which parallels US-101. Site 7 does not require water monitoring, sampling or reporting (to the RWCQB).

The proposed Project would fully conform to the current runoff/discharge requirements of the Statewide NPDES Storm Water Permit (No. 99-06-DWQ, CAS000003) and the SWRCB Construction General Permit (No., 99-08-DWQ, CAS000002). As discussed below, under *Cumulative Proposed Project,* this Statewide General Construction Permit regulates discharges from construction sites that disturb one (1) or more acres of soil. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least one (1) acre of total land area must comply with the provision of this NPDES Permit, and develop and implement an effective SWPPP.

Sites 2 through 7, individually, do not meet the one (1) acre or more criteria; however, as discussed below, *Cumulative Proposed Project,* the proposed Project would be required to conform to the Statewide NPDES Storm Water Permit (No. 99-06-DWQ, CAS000003) and the SWRCB Construction General Permit (No., 99-08-DWQ, CAS000002) because any combination of up to seven sites would result in disturbance of one (1) acre or more.

CUMULATIVE PROPOSED PROJECT

The proposed Project would result in an increase of 0.2 acre of impervious surface at each site. Section 401 water quality certification is not required. The proposed Project has no wetlands present in the seven sites that make up the proposed Project area, and no work will be performed in creeks or other regulated bodies of water.

Any runoff draining from the proposed Project must fully conform to the current discharge requirements of the Statewide NPDES Storm Water Permits. Contractors shall fully conform to the requirements of the Statewide NPDES Storm Water Permit (No. 99-06-DWQ, CAS000003) and the SWRCB Construction General Permit (Order No. 99-08-DWQ, CAS000002). This Statewide General Construction Permit regulates discharges from construction sites that disturb one (1) or more acres of soil. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least one (1) acre of total land area must comply with the provision of this NPDES Permit, and develop and implement an effective SWPPP. This permit serves to regulate storm water and non-storm water discharges associated with year-round construction activities.

Proposed Project activities are required to pay special attention to storm water pollution control during the "rainy season" (October 1st through May 1st), and to follow the Water Pollution Control BMPs to minimize impacts on receiving waters. For all projects resulting in 0.4 ha (1 acre) or more of soil disturbance or otherwise subject to the NPDES program, the Contractor should develop, implement, and maintain a SWPPP conforming to the requirements of the Department Specification Section 7-1.01G "Water Pollution Control", the Statewide NPDES Permit, the SWRCB General Construction Permit, the Department's Storm Water Quality Handbooks "Storm Water Pollution Prevention Plan" and "Construction Site Best Management Practices Manual", effective November 2001, and subsequent revisions. In addition, the SWPPP must conform to the requirements of the SWRQB Resolution No. 2001-046, the Sampling and Analytical Procedures (SAP) Plan.

NO BUILD ALTERNATIVE

Under the No Build Alternative, the PV solar power systems would not be constructed and the ROW areas at the seven sites would remain unchanged. Therefore, no impacts related to water quality and storm water runoff would occur.

2.3.2.4 Avoidance and/or Minimization Measures

Implementation of the following measures related to water quality and storm water runoff (WQ) impacts would reduce or eliminated the adverse effects of the proposed Project.

WQ-1: The contractor shall be required to comply with water pollution control provisions and SWPPP, conform to the requirements of the Department's Standard Specification Section 7-1.01G "Water Pollution Control", of the Standard specifications, and comply with all provisions of all required permits. A SWPPP shall be developed by the contractor and approved by the Department. The SWPPP shall incorporate the following techniques for reducing impacts to water quality:

- The SWPPP shall incorporate control measures in the following categories: soil stabilization practices, sediment control practices, sediment tracking control practices, wind erosion control practices, and non-storm water management and waste management and disposal control practices.

- If necessary, soil disturbed areas of the proposed Project's seven sites will be fully protected using soil stabilization and sediment control BMPs at the end of each day, unless fair weather is predicted. If necessary, sandbags, strawbales, silt fences, and other devices in accordance with the SWPPP shall be used.

- The SWPPP shall include the following temporary BMPs:

  - Hydroseeding
  - Straw Mulch
  - Fiber Rolls
  - Ditches
  - San Bag Barriers
  - Stabilized Construction Entrances
  - Street Sweeping and Vacuuming
  - Temporary Construction Washout Facilities
  - Stockpile Management
  - Soil Binders
  - Temporary Stockpile Covers
  - Storm Drain Inlet Protection

WQ-2: The preparation and implementation of construction site BMPs in compliance with the provisions of the Statewide NPDES Permit (Order No. 99-06-DWQ NPDES No. CAS000003) and any subsequent permit as they relate to construction activities for the proposed Project will be required. This will include submission of a Notice of Construction (NOC) to RWQCB at least 30 days before the start of construction, preparation and implementation of a SWPPP, and submission of a Notice of Construction Completion (NCC) to the RWQCB upon completion of construction and stabilization of the Project site.

2.3.3 GEOLOGY/SOILS/SEISMIC/TOPOGRAPHY

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features." Topographic and geologic features are also protected under CEQA.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and proposed Project design. Earthquakes are prime considerations in the design and retrofit of structures. The Department's Office of Earthquake Engineering is responsible for assessing the seismic hazard for Department projects. The current policy is to use the anticipated Maximum Credible Earthquake (MCE), from young faults in and near California. The MCE is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

2.3.3.1 Affected Environment

Geology, soils, seismic, and topographical information was based on the United State Geologic Survey (USGS) Quaternary Fault and Fold Database of the United States,

USGS Quadrangles, and the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) web soil survey.

TOPOGRAPHY

SITE 1

Based on the USGS *San Jose East, California,* Quadrangle, dated 1961, photorevised 1980, topography within Site 1 is generally flat at approximately 189 feet above mean sea level (msl).

SITE 2

Based on the USGS *Santa Teresa Hills, California,* Quadrangle, dated 1953, photorevised 1980, topography within Site 2 is generally flat at approximately 211 feet above msl.

SITE 3

Based on the USGS *Morgan Hill, California,* Quadrangle, dated 1955, photorevised 1980, topography within Site 3 ranges from approximately 340 feet above msl to 380 feet above msl and slopes to the southwest.

SITE 4

Based on the USGS *Morgan Hill, California,* Quadrangle, dated 1955, photorevised 1980, topography within Site 4 ranges from approximately 350 feet above msl to 360 feet above msl and slopes to the south.

SITE 5

Based on the USGS *Mount Madonna, California,* Quadrangle, dated 1996, topography within Site 5 ranges from approximately 330 feet above msl to 340 feet above msl and slopes to the southeast.

SITE 6

Based on the USGS *Gilroy, California,* Quadrangle, dated 1955, photorevised 1981, topography within Site 6 is generally flat at approximately 285 feet above msl.

SITE 7

Based on the USGS Gilroy, California, Quadrangle, dated 1955, photorevised 1981, topography within Site 7 ranges from approximately 240 feet above msl to 250 feet above msl and gently slopes to the south.

GEOLOGY AND SOILS

Geological mapping indicates that the entire proposed Project area, all seven sites, surface deposits are generally Late Pleistocene to Holocene alluvial fan deposits

and/or alluvium. The soils in the proposed Project area are generally of recent age formed in fine-grained deposits.

SITE 1

Site 1 land consists of plutoinic and intrusive rocks from the Paleozoic Era. Site 1 is underlain by the Urban land soils, specifically the Urban land-Elpaloalto soil complex. The Urban land-Elpaloalto soil complex is a well-drained soil on alluvial fans that are developed from disturbed and human transported material with a slow infiltration rate. This is not a hydric soil and has a low to moderate potential for corrosion of uncoated steel. The depth to bedrock is greater than 60 inches. The soils at Site 1 have a moderate shrink-swell potential and low erosion potential.

SITE 2

Site 2 land consists of eugeosynclinal deposits from the Mesozoic Era. Site 2 is underlain by the Urban land soils, specifically the Urban land-Elpaloalto and the Urban land-Campbell soil complexes. The Urban land-Elpaloalto soil complex is a well-drained soil on alluvial fans that are developed from disturbed and human transported material with a slow infiltration rate. The Urban land-Campbell soil complex is a moderately well-drained soil on alluvial fans that are developed from disturbed and human transported material with a slow infiltration rate. These are not hydric soils and have a low to moderate potential for corrosion of uncoated steel. The depth to bedrock is greater than 60 inches. The soils at Site 2 have a moderate to high shrink-swell potential and low erosion potential.

SITE 3

Site 3 land consists of plutonic and intrusive rocks from the Paleozoic Era. Site 3 is underlain by the Altamont, Maxwell, and Diablo soil components. The Altamont soil series is a Class D clay, which includes very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer. This soil is well drained. This is not a hydric soil and has a high potential for corrosion of uncoated steel. The depth to bedrock is greater than 60 inches. The Maxwell soil series is a Class D clay, which includes very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer. This soil is moderately well drained. This is not a hydric soil and has a high potential for corrosion of uncoated steel. The depth to bedrock is greater than 60 inches. Maxwell also contains serpentine soils. The Diablo soil series is a Class D clay, which includes very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer. This soil is well drained. This is not a hydric soil and has a high potential for corrosion of uncoated steel. The depth to bedrock is greater than 60 inches. The soil type within Site 3 consists of Altamont Clay, 15 to 30 percent slopes (AcE) and Maxwell Clay, 0 to 5 percent slopes (McB). The soils at Site 3 have a high shrink-swell potential and moderate to high erosion potential.

SITE 4

Site 4 land consists of eugeosynclinal deposits from the Mesozoic Era. Site 4 is underlain by the Arbuckle soil component. The Arbuckle soil series is a Class B gravelly loam, which includes moderate infiltration rates. Soils are deep and

moderately deep, moderately well and well drained soils with moderately coarse textures. This is a well drained soil. This is not a hydric soil and has a low potential for corrosion of uncoated steel. The depth to bedrock is greater than 60 inches. The soil type within Site 4 consists of Arbuckle gravelly loam, 0-2 percent slopes (ArA). The soils at Site 4 have a moderate shrink-swell potential and low erosion potential.

SITE 5

Site 5 consists of land from the eugeosynclinal deposits from the Mesozoic Era. Site 5 is underlain by the San Ysidro, Pleasanton, and Arbuckle soil components. The San Ysidro soil series is a Class D loam, which includes very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer. This soil is moderately well drained. This is partially hydric soil and has a moderate potential for corrosion of uncoated steel. The depth to bedrock is greater than 60 inches. The Pleasanton soil series is a Class B loam, which includes moderate infiltration rates. Soils are deep and moderately deep, moderately well and well drained soils with moderately coarse textures. This soil is well drained. This is not a hydric soil and has a moderate potential for corrosion of uncoated steel. The depth to bedrock is greater than 60 inches. The Arbuckle soil series is a Class B gravelly loam, which includes moderate infiltration rates. Soils are deep and moderately deep, moderately well and well drained soils with moderately coarse textures. This is a well drained soil. This is not a hydric soil and has a low potential for corrosion of uncoated steel. The depth to bedrock is greater than 60 inches. The soil type within Site 5 consists of Arbuckle gravelly loam, 0-2 percent slopes (ArA), Pleasanton loam, 0-2 percent slopes (PoA), and San Ysidro loam, 0-2 percent slopes (SdA). The soils at Site 5 have a moderate shrink-swell potential and low erosion potential.

SITE 6

Site 6 land consists of a stratified sequence from the Cenozoic Era. Site 6 is underlain by the Rincon, Pleasanton, and Arbuckle soil components. The Rincon soil series is a Class D clay loam, which includes very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer. This soil is well drained. This is not a hydric soil and has a high potential for corrosion of uncoated steel. The depth to bedrock is greater than 60 inches. The Pleasanton soil series is a Class B gravelly loam, which includes moderate infiltration rates. Soils are deep and moderately deep, moderately well and well drained soils with moderately coarse textures. This soil is well drained. This is not a hydric soil and has a moderate potential for corrosion of uncoated steel. The depth to bedrock is greater than 60 inches. The Arbuckle soil series is a Class B gravelly loam, which includes moderate infiltration rates. Soils are deep and moderately deep, moderately well and well drained soils with moderately coarse textures. This is a well drained soil. This is not a hydric soil and has a low potential for corrosion of uncoated steel. The depth to bedrock is greater than 60 inches. The soil type within Site 6 consists of Pleasanton gravelly loam, 0-2 percent slopes (PpA) and Rincon clay loam, 0-2 percent slopes (RaA). The soils at Site 6 have a moderate shrink-swell potential and low erosion potential.

SITE 7

Site 7 consists of eugeosynclinal deposits from the Mesozoic Era. Site 7 is underlain by the Arbuckle and Zamora soil components. The Arbuckle soil series is a Class B

gravelly loam, which includes moderate infiltration rates. Soils are deep and moderately deep, moderately well and well drained soils with moderately coarse textures. This is a well drained soil. This is not a hydric soil and has a low potential for corrosion of uncoated steel. The depth to bedrock is greater than 60 inches. The Zamora soil series is a Class B clay loam, which includes moderate infiltration rates. Soils are deep and moderately deep, moderately well and well drained soils with moderately coarse textures. This soil is well drained. This is not a hydric soil and has a moderate potential for corrosion of uncoated steel. The depth to bedrock is greater than 60 inches. The soil type within Site 7 consists of Arbuckle gravelly loam, 0-2 percent slopes (ArA) and Zamora clay loam, 0-2 percent slopes (ZbA). The soils at Site 7 have a moderate shrink-swell potential and low erosion potential.

SEISMICITY/FAULTS

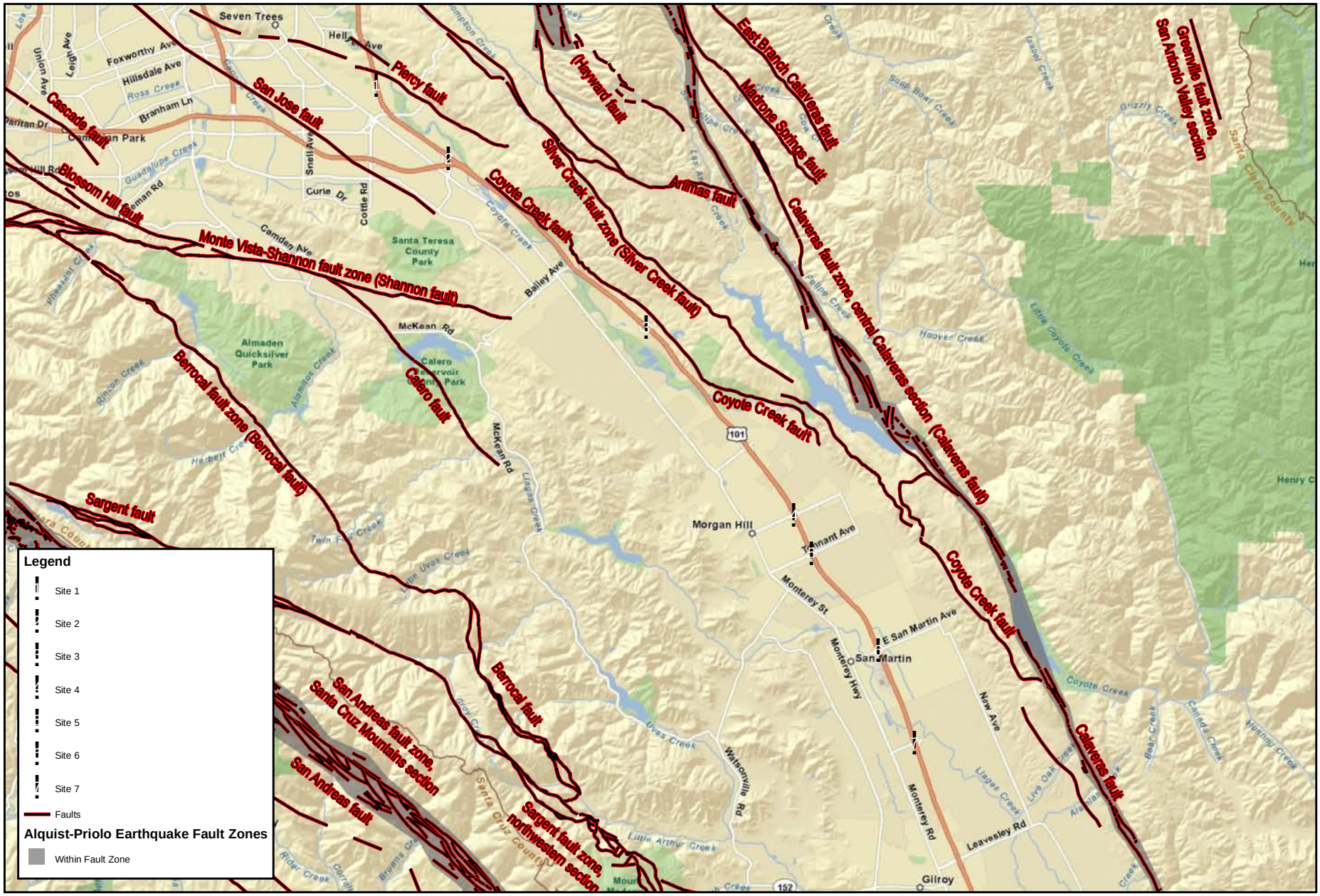
Ground shaking occurs at the earth's surface as a result of a release of energy during an earthquake. A vibrating or seismic wave generates from the source of the earthquake, much like the waves created when a rock is tossed into a pool of water. Generally, the closer the source of seismic event, the more the ground shakes. The entire proposed Project is located within the seismically active San Francisco Bay Area region and would likely be subject to ground shaking.

The numerous faults in northern California include active, potentially active, and inactive faults. Three major fault systems occur in Santa Clara County: the San Andreas fault, located in the Santa Cruz Mountains (west of the proposed Project), and the Hayward and Calaveras faults, located within the foothills of the Diablo Range (northeast and east of the proposed Project, respectively). The San Andreas fault has an estimated maximum credible Richter magnitude of 7.9, the Hayward fault has an estimated maximum credible Richter magnitude of 6.8, the Silver Creek fault has an estimated maximum credible Richter magnitude of 7.1, and the Calaveras fault has an estimated maximum credible Richter magnitude of 7.4. Figure 2.3.3-1, Fault Locations, provides a graphical representation of the known faults in the vicinity of the seven proposed Project sites.

Surface rupture occurs when movement on a fault deep within the earth breaks through to the surface. Not all earthquakes result in surface rupture. Fault rupture almost always follows preexisting faults, which are zones of weakness. Rupture may occur suddenly during an earthquake or slowly in the form of fault creep.

SITE 1

The eastern portion of Site 1 lies within the Santa Clara County Fault Rupture Zone. The Piercy fault is an east-dipping reverse fault trending northwest-southeast along the base of the foothills of the Diablo Range. The Piercy fault is aligned with the southern termination of the Hayward fault. The Piercy fault is located approximately 0.25 miles northeast of Site 1. The San Jose fault is located approximately two miles south and approximately three miles west of Site 1. No information could be found regarding the San Jose fault.



Source: USGS Earthquake Hazards Program & California Department of Conservation.

0 1.5 3 6 Miles

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Fault Locations

05/04/11 JN40-100418 Fig_2.3.3-1_Fault_Locations.mxd LS

Figure 2.3.3-1

SITE 2

The Piercy and Coyote Creek faults are northeast-dipping thrust faults that mark the junction between the southern end of the Hayward fault and the southern and central segments of the Calaveras fault. Both faults are relatively short (less than 19 miles long). The Piercy fault is located approximately 0.87 miles northeast of Site 2. The Coyote Creek fault is located approximately 0.9 miles south and the San Jose fault is located approximately 2.1 miles west of Site 1. No information could be found regarding the San Jose fault.

SITE 3

Coyote Creek fault is a northeast-dipping thrust fault that marks the junction between the southern end of the Hayward fault and the southern and central segments of the Calaveras fault. This fault is relatively short (less than 19 miles long), and is part of the East Valley thrust system. The Coyote Creek fault is located approximately 0.3 miles north and east of Site 3.

The Sargent fault zone extends from its junction with the San Andreas fault near Lake Elsman southeast through the Santa Cruz Mountains, crosses the Pajaro River floodplain and extends near the northeastern front of the Lomerias Muertas and Flint Hills. The Monte Vista-Shannon fault zone is a predominantly southwest-dipping reverse to reverse-dextral oblique slip fault that extends along the northeastern margin of the Santa Cruz Mountains from the vicinity of Los Trancos Creek southeast to the Alamitos Creek area, near Calero Reservoir. The Sargent fault is located approximately 8.75 miles south and the Shannon fault is located approximately three miles west of Site 3.

SITE 4

Coyote Creek fault is a northeast-dipping thrust fault that marks the junction between the southern end of the Hayward fault and the southern and central segments of the Calaveras fault. This fault is relatively short (less than 19 miles long), and is part of the East Valley thrust system. The Coyote Creek fault is located approximately 2.3 miles north and east of Site 4.

The Carnadero fault is located in the Chittenden quadrangle and forms the eastern front of the Santa Cruz Mountains. The Berrocal fault zone is comprised of predominantly southwest-dipping reverse to dextral-reverse-oblique slip faults that extend along the northeastern margin of the Santa Cruz Mountains from near Monte Vista southeast to its complex intersection with the Sargent fault zone, a few miles north of Mt. Madonna State Park. The Carnadero fault is located approximately 8.75 miles south and the Berrocal fault is located approximately 10 miles west of Site 4.

SITE 5

Coyote Creek fault is a northeast-dipping thrust fault that marks the junction between the southern end of the Hayward fault and the southern and central segments of the Calaveras fault. This fault is relatively short (less than 19 miles long), and is part of the East Valley thrust system. The Coyote Creek fault is located approximately 2.75 miles north and east of Site 5.

The Carnadero fault is located in the Chittenden quadrangle and forms the eastern front of the Santa Cruz Mountains. The Berrocal fault zone is comprised of predominantly southwest-dipping reverse to dextral-reverse-oblique slip faults that extend along the northeastern margin of the Santa Cruz Mountains from near Monte Vista southeast to its complex intersection with the Sargent fault zone, a few miles north of Mt. Madonna State Park. The Carnadero fault is located approximately 8 miles south and the Berrocal fault is located approximately 10 miles west of Site 5.

SITE 6

Coyote Creek fault is a northeast-dipping thrust fault that marks the junction between the southern end of the Hayward fault and the southern and central segments of the Calaveras fault. This fault is relatively short (less than 19 miles long), and is part of the East Valley thrust system. Coyote Creek fault is located approximately 2.85 miles north and east of Site 6.

The Carnadero fault is located in the Chittenden quadrangle and forms the eastern front of the Santa Cruz Mountains. The Berrocal fault zone is comprised of predominantly southwest-dipping reverse to dextral-reverse-oblique slip faults that extend along the northeastern margin of the Santa Cruz Mountains from near Monte Vista southeast to its complex intersection with the Sargent fault zone, a few miles north of Mt. Madonna State Park. The Carnadero fault is located approximately 6 miles south and the Berrocal fault is located approximately 8.75 miles west of Site 6.

SITE 7

Coyote Creek fault is a northeast-dipping thrust fault that marks the junction between the southern end of the Hayward fault and the southern and central segments of the Calaveras fault. This fault is relatively short (less than 19 miles long), and is part of the East Valley thrust system. Coyote Creek fault is located approximately 2.75 miles north and east of Site 7.

The Castro fault is an active, high angle reverse-right-lateral fault. The orientation of the fault is shown by the relatively straight fault trend, and the juxtaposition of Mesozoic rocks on the east against Quaternary rocks on the west in Castro Valley. The Berrocal fault zone is comprised of predominantly southwest-dipping reverse to dextral-reverse-oblique slip faults that extend along the northeastern margin of the Santa Cruz Mountains from near Monte Vista southeast to its complex intersection with the Sargent fault zone, a few miles north of Mt. Madonna State Park. The Castro fault is located approximately 7.25 miles south and the Berrocal fault is located approximately 8.15 miles west of Site 7.

LIQUEFACTION

Another potential hazard of earthquakes is liquefaction, which is the loss of strength of cohesionless soils when the pore water pressure in the soil becomes equal to the confining pressure. Liquefaction occurs when saturated soils are exposed to ground shaking during seismic occurrences. The shaking can increase water pressure in the pores of the soil particles and cause it to liquefy, resulting in ground failure. Liquefaction generally occurs as a “quicksand” type of ground failure caused by strong ground shaking. The primary factors influencing liquefaction potential are the presence

or absence of groundwater, soil type, relative density of the sandy soils confining pressure, and the intensity and duration of ground shaking.

Overall, the potential for liquefaction in the proposed Project area is considered to be high for Sites 1 and 2, as these two sites are located within a Santa Clara County Liquefaction Hazard Zone, meaning the areas are subject to liquefaction. Sites 3 through 7 are not located within a Santa Clara County Liquefaction Hazard Zone, and therefore have a low liquefaction probability.

2.3.3.2 Environmental Consequences

BUILD ALTERNATIVE

SITES 1 THROUGH 7

Since the proposed Project is located within an area where earthquake-induced ground shaking occurs, all seven sites making up the proposed Project under consideration would be equally affected. Geologic and seismic hazards associated with a potential earthquake occurrence include strong ground shaking and seismic fault settlement, which could damage the seven PV solar power systems that are proposed. However, the potential hazard is prevalent throughout California and is not unique to the proposed Project area. Conformance with the California Building Code (CBC), as well as adherence to standard engineering practices would reduce the effects of seismic ground shaking.

Sites 1 and 2 have soils with a low shrink-swell potential. Site 3 is the only location with soils classified as having a high shrink-swell potential. Sites 4 through 7 are considered to have a moderate shrink-swell potential. As with seismic ground shaking, conformance with the CBC as well as adherence to standard engineering practices would reduce the potential effects of expansive soils.

Site 3 includes soils that have a moderate to high erosion potential. With regards to the potential for soil erosion hazards on the remaining sites, all are considered to have a reported erosion hazard of low.

Sites 3 through 7 are not located in an area of Santa Clara County identified as a liquefaction hazard zone. Sites 1 and 2 are located within an area of Santa Clara County identified as a liquefaction hazard zone; however, no unusual water extraction or other practices would occur that are typically associated with proposed Project-related liquefaction or subsidence effects, and no habitual structures are proposed. In addition, the minor amounts of surface material which would be removed, and the soils that would be disrupted/displaced would be compacted during project construction. Nonetheless, adherence with the CBC and standard Department design criteria would reduce the effects of liquefaction at Sites 1 and 2 should it be experienced within the proposed Project area during a considerable seismic event.

Landslides are mass movements of the ground that induce rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. Sites 1 through 7 consist of relatively flat topography and surroundings areas are flat with no unusual geographic features. Impacts associated with landslides or

mudslides are not anticipated. However, standard Department design parameters would reduce any potential impacts associated with slope stability.

In general, minimal grading would be required as part of the proposed Project, to prepare a smooth site surface for installation of the PV solar panel racking systems. At some locations, existing drainage swales would be regraded around the PV solar power system locations or storm drain pipes may be installed to connect existing swales or culverts across the panel area. The maximum depth of construction would be approximately five feet for regrading swales or trenching of drainage pipes and electrical conduits, except that driven pile foundations for the PV solar panel racking systems and the directional drilling could extend 20 feet below grade. Grading during the construction phase would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. The impact of the construction activities would be short-term and is not considered adverse; however, erosion and loss of soil disturbed by grading during construction of the proposed Project is a potentially adverse impact to soil resources unless minimized. Implementation of the required SWPPP would minimize potential soil erosion impacts. In addition, implementation of erosion control measures and adherence to all requirements set forth in the NPDES permit required for construction activities would reduce construction-related erosion and siltation impacts (refer to Section 2.3.2, Water Quality, for further detail).

Pile driving can heave and laterally displace the ground around the pile being installed, which can damage nearby structures and pavements. Ground heave related to pile driving is a potentially adverse impact to adjacent properties and to public use of nearby transportation resources unless minimized. Avoidance and/or minimization measures are provided to ensure that impacts related to geology, soils, seismic, and topography are minimized or avoided during the construction phase.

CUMULATIVE PROPOSED PROJECT

The proposed Project, when thought of in its entirety, would have the same effects as those discussed above on a site specific basis. Therefore the cumulative proposed Project impacts would be the same as those discussed for the site specific impacts. Avoidance and/or minimization measures are provided to ensure that impacts related to geology, soils, seismic, and topography are minimized or avoided during the construction phase.

NO BUILD ALTERNATIVE

Under the No Build Alternative, the PV solar power systems would not be constructed and the ROW areas at the seven sites would remain unchanged. Therefore, no impacts related to geology, soils, seismicity, and/or topography would occur. However, as with the Build Alternative, under the No Build Alternative, US-101 and the surrounding area would continue to be vulnerable to seismic activities.

2.3.3.3 Avoidance and/or Minimization Measures

Implementation of the following measures related to geology, soils, seismic, and topography (GEO) impacts would reduce or eliminate the adverse effects of the proposed Project. Refer to Section 2.3.2, WATER QUALITY AND STORM WATER RUNOFF, for additional avoidance and/or minimization measures.

GEO-1 The Project shall be constructed in accordance with the California Building Code (CBC) and all applicable Department standards and regulations. All construction activities shall adhere to current engineering practices.

GEO-2 Appropriate foundation types and depths shall be designed so that ground movements will not adversely affect the proposed structures. For example, deep piles or piers that extend below the zone of liquefiable soil may be used.

GEO-3 Soil shall be stabilized to eliminate the potential for liquefaction at Sites 1 and 2 or to control its effects (e.g., removal and replacement or liquefiable soils; in situ stabilization by grouting, densification, or de-watering; buttressing of lateral spread zones).

2.3.4 PALEONTOLOGY

2.3.4.1 Regulatory Setting

Paleontology is the study of life in past geologic time based on fossil plants and animals. A number of federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as a part of federally authorized or funded projects. (e.g., Antiquities Act of 1906 [16 USC 431-433], Federal-Aid Highway Act of 1956 [23 USC 305]). Under California law, paleontological resources are protected by CEQA.

2.3.4.2 Affected Environment

Information in this section is based upon the Archaeological Survey Report (ASR) prepared by Basin Research Associates, Inc in February 2011 and a paleontology records search and formation sensitivity check (for both fossil plants, vertebrate, and invertebrate), conducted by the University of California Museum of Paleontology in Berkeley, California in November 2010. Because the sites are similar in nature, the below information discusses paleontological resources for the seven sites that make up the proposed Project as a whole rather than individually.

LOCAL GEOLOGY/SOILS

Geological mapping indicates that the proposed Project area surface deposits are generally Late Pleistocene to Holocene alluvial fan deposits and/or alluvium. Soil types mapped within and immediately adjacent to the seven proposed Project locations include a number of series, as follows:

Site 1 Urban land-Elpaloalto complex
Site 2 Urban land-Elpaloalto and Urban land-Campbell complex
Site 3 Altamont, Maxwell, and Diablo soil series
Site 4 Arbuckle soil series
Site 5 San Ysidro, Pleasanton, and Arbuckle soil series
Site 6 Pleasanton, Rincon, and Arbuckle soil series
Site 7 Arbuckle and Zamora soil series

These series are considered alluvial soils of generally recent age formed in fine-grained deposits. These soils tend to occur within basins, slopes and/or along active

or formerly active stream channels in the Santa Clara Valley and are considered to be Late Pleistocene to Holocene in age (e.g., recent, young, modern). The proposed Project sites are not underlain by units with high paleontological sensitivity.

PALEONTOLOGICAL RECORDS SEARCH

An archival and database search of fossil plants, vertebrate, and invertebrate, was conducted at the University of California Museum of Paleontology (UCMP) in Berkeley, California in November 2010[1]. The following quadrangles were checked for fossil plant, vertebrate, and invertebrate localities:

Site 1 San Jose East quadrangle
Site 2 Santa Theresa Hills quadrangle
Site 3 Morgan Hill quadrangle
Site 4 Morgan Hill quadrangle
Site 5 Mt. Madonna and Gilroy quadrangles
Site 6 Gilroy quadrangle
Site 7 Gilroy quadrangle

The archival and database searches did not identify any fossil plant or vertebrate localities within the seven proposed Project sites. Twenty-five invertebrate localities were found on the Morgan Hill quadrangle; however, the other quadrangles did not show any invertebrate localities.[2] Additionally, it is unlikely for paleontological resources to be encountered because extensive excavations are not required and the proposed Project area lies on disturbed soils.

2.3.4.3 Environmental Consequences

BUILD ALTERNATIVE

SITES 1 THROUGH 7

No fossil plant or vertebrate localities are located within Site 1 through 7. The seven proposed Project sites are not underlain by units with high paleontological sensitivity. Therefore, impacts are similar at each site and are only discussed once, in the below paragraphs.

It is anticipated that all work would be completed in disturbed areas or areas already containing fill from the construction of the surrounding roadways; therefore, paleontological resources are not anticipated to be encountered at any of the seven proposed Project sites and a Paleontological Mitigation Plan would not be required. Depth of construction is anticipated to be no more than approximately 20 feet below ground surface in depth for the PV solar array support piers. Underground conduits would be constructed at each site in order to tie the sites into the local electrical grid. These conduits would involve directional drilling under ramps and paved roadways at a depth of approximately 15 feet below ground surface.

[1] Pers Comm. with Diane Erwin, Ph.D., and Patricia Holroyd, Ph.D., University of California Museum of Paleontology, November 17, 2010.
[2] Pers Comm. with Mark Goodwin, Ph.D., University of California Museum of Paleontology, November 18, 2010.

Ground-disturbing activities could damage paleontological resources if any are present on the seven proposed Project sites. With implementation of avoidance and/or minimization measures, any potential impacts to unknown paleontological resources would be less than significant.

CUMULATIVE PROPOSED PROJECT

The proposed Project, when though of in its entirety, would have the same effects as those discussed above on a site specific basis. Therefore the cumulative proposed Project impacts would be the same as those discussed for the site specific impacts. Avoidance and/or minimization measures are provided to ensure that impacts related to paleontological resources are minimized or avoided during the construction phase.

NO BUILD ALTERNATIVE

Under the No Build Alternative, no potential impacts on paleontological resources would occur because ground disturbance would not be necessary.

2.3.4.4 Avoidance and/or Minimization Measures

Implementation of the following measure related to paleontological (PALEO) impacts would reduce or eliminate the adverse effects of the proposed Project:

PALEO-1 If paleontological materials are discovered during construction, all earth-moving activity within and around the immediate discovery area shall be diverted until a qualified paleontologist can assess the nature and significance of the find.

2.3.5 HAZARDOUS WASTE/MATERIALS

2.3.5.1 Regulatory Setting

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for “cradle to grave” regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act (CWA)
- Clean Air Act (CAA)
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)

- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

2.3.5.2 Affected Environment

A Phase I Initial Site Assessment (ISA) (RBF Consulting, November 2010) was conducted for the proposed Project and is attached in Appendix A, under separate cover. As part of the ISA, a Regulatory Database Search was provided by Environmental Data Resources (EDR).

A site inspection was performed on August 9, 2010, which consisted of a visual examination of the seven proposed Project sites for visual evidence of potential environmental concerns including existing or potential soil and groundwater contamination. In addition, a review and investigation of historical use of the proposed Project sites was undertaken by examining locally available aerial photographs and other readily available historical information, for evidence of potential environmental concerns associated with prior land use.

POLE-MOUNTED TRANSFORMERS

Two (2) pole-mounted transformers were observed within Site 2 during the August 9, 2010 site inspection; however, no evidence of di-electric fluid or staining was noted. The presence of on-site pole-mounted transformers has not resulted in a Recognized Environmental Condition (REC) at Site 2. No pole mounted transformers were observed at Sites 1 and 3 though 7.

MISCELLANEOUS DEBRIS PILES

Miscellaneous debris piles (i.e., cement, tires, scrap metal, sandbags, household trash, construction materials, etc.) were observed at Sites 1 through 7. No staining or leaking was noted in association with on-site debris; however, the debris observed within Site 3 appeared to be associated with demolition debris (i.e., broken concrete, roofing materials, etc.), which may include asbestos containing materials (ACMs). The pile of demolition debris appeared to be in poor condition and may include frayed ACMs. As ACMs may be present within these materials on-site, evidence suggests the demolition debris piles have resulted in an REC at Site 3.

AERIALLY DEPOSITED LEAD

US-101 has been utilized by a high volume of traffic since and prior to 1973. Since Sites 1 through 7 are located within operating ROW adjoining US-101, the potential for lead contamination to exist within exposed soils at the seven sites due to aerially deposited lead (ADL) from US-101 is likely. Evidence suggests that there is an REC on the proposed Project sites as a result of aerially deposited lead.

UNDOCUMENTED METAL PIPE

One unidentified metal pipe located within Site 2. The pipe was observed protruding from the ground surface approximately two inches in diameter and 24 inches in height. No odor was observed in association with the on-site unidentified metal pipe. Based on information provided by the project engineer, evidence suggests that the undocumented metal pipe is a tent stake and is not connected to an underground storage tank (UST). Therefore, there is not an REC at Site 2 as a result of the undocumented metal pipe. No other sites contained undocumented metal pipes.

HISTORICAL AGRICULTURAL USES

Based upon evaluation of the documented land use as demonstrated in the reviewed resources, Sites 1, 2 and 4 though 7 appear to have been historically used for agricultural purposes (orchard) for several years prior to the construction of US-101 in approximately 1973. Therefore, a combination of several commonly used pesticides (i.e., DDD, DDT, DDE), which are now banned, may have been used throughout Sites 1, 2, and 4 through 7. The historical use of agricultural pesticides may have resulted in pesticide residues of certain persistence in soil at concentrations that are considered to be hazardous based on established Federal regulatory levels. The primary concern with historical pesticide residues is human health risk from inadvertent ingestion of contaminated soil, particularly by children. The presence of moderately elevated pesticide residuals in soil presents potential health and marketplace concerns. Although historical maps indicate agricultural uses existed prior to the construction of US-101 on Sites 1, 2, and 4 through 7, soils within these sites were disturbed during the construction of US-101. Therefore, it is unlikely that on-site agricultural uses have resulted in an REC at Sites 1, 2, and 4 through 7. Site 3 did not appear to have historical agricultural uses, only transportation and vacant land uses and therefore an REC is not anticipated.

REGULATORY DATABASE FINDINGS

ON-SITE

The database search did not report a regulatory property within the boundaries of Sites 1 through 7. No known corrective action, restoration, or remediation has been planned, is currently taking place, or has been completed on Sites 1 through 7. The seven sites have not been under investigation for violation of any environmental laws, regulations, or standards, as identified in the databases reported by EDR.

OFF-SITE

The database search identified 64 listed regulatory sites located within one mile of Sites 1 through 7. Five of the sites have the potential to negatively affect one or more of the seven sites that make up the proposed Project. These are discussed below.

5270 Monterey Road -- This property is located approximately 0.48-mile cross-gradient and southwest of Site 1, and reported a leaking underground storage tank (LUST) that has released gasoline to an aquifer used for the drinking water supply. The case remains open with remedial action (cleanup) underway. This property's quarterly monitoring report (obtained from GeoTracker), dated May 2, 2006, includes groundwater monitoring data which notes that total petroleum hydrocarbons (TPH), benzene, methyl tertiary butyl ether (MTBE), and tertiary butyl alcohol (TBA) are non-detect in wells that are in the direction of Site 1. This data is consistent with the interview conducted with Mamerto Jorvina at the Santa Clara County Local Oversight Program. As groundwater monitoring data provided by GeoTracker reports non-detect findings in the wells located in the direction of Site 1, there is not an REC at Site 1 as a result of this off-site property.

6050 Monterey Road -- This property is located approximately 0.15-mile cross-gradient and south of Site 2, and reported a LUST that has released gasoline to an aquifer used for the drinking water supply. The case remains open with site assessment underway. This property's quarterly monitoring report (obtained from GeoTracker), dated April 30, 2010, includes groundwater monitoring data which note that methyl tertiary butyl ether (MTBE), total petroleum hydrocarbons gasoline (TPHg), and tert-butyl alcohol (TBA), the chemicals of concern (COCs) concentrations do not extend off-site. Additionally, based on Plate 3 in the quarterly monitoring report, the groundwater flow direction is towards the southwest (away from Site 2). As groundwater monitoring data provided by GeoTracker reports that the contaminated plume does not travel off-site, there is not an REC at Site 2 as a result of this off-site property.

425 Tennant Avenue -- This property is located approximately 0.45-mile cross-gradient and southwest of Site 5, and reported a spill of perchlorate to an aquifer used for drinking water supply and was discovered during routine testing of the wells. This property's quarterly monitoring report (obtained from GeoTracker), dated July 30, 2010, includes plume maps which note that perchlorate does not reach Site 5 in the shallow or intermediate aquifers. The plume maps indicate that perchlorate reaches Site 5 in the lower deep aquifer. The upper deep aquifer starts at approximately 200 feet below ground surface. As contaminated groundwater is anticipated to be located on-site, this regulatory property has resulted in an REC at Site 5.

101 Bernal Road -- This property is located approximately 0.50-mile cross-gradient and south of Site 2, and is a reported National Priorities List (NPL) site. This property's site history report (obtained from GeoTracker) provided that an investigation in 1981 detected volatile organic compounds (VOCs) in subsurface soil and groundwater at the site, with 1,1,1-trichloroethane (TCA) being detected most frequently and at the highest concentrations. As groundwater monitoring data provided by GeoTracker reports that the contaminated plume extends approximately 500 feet off-site within the "B" aquifer, there is not an REC at Site 2 as a result of this off-site property.

17020 Condit Road -- This property is located approximately 515 feet northeast and up-gradient of Site 4, and was listed within the DRYCLEANERS and HAZNET databases. As contaminated groundwater is anticipated to be located on-site, this regulatory property has resulted in an REC at Site 4.

2.3.5.3 Environmental Consequences

BUILD ALTERNATIVE

SITE 1

The proposed Project involves the development of a PV solar power system. This action does not have the capacity to create a substantial hazard to the public or the environmental through the routine transport, use, or disposal of hazardous materials. The ISA revealed no evidence of RECs in connection with Site 1. There is the potential for ADL in the soil due to the proximity to US-101. No staining or leaking from the on-site miscellaneous debris piles was observed; therefore, less than significant impacts would result from the proposed Project.

As stated above, Site 1 has been historically used for agricultural purposes (orchard) for several years prior to the construction of US-101. Soils within Site 1 were disturbed during the construction of US-101 and, therefore, it is not anticipated that residual pesticides as a result of historical agricultural use would be encountered during construction of the proposed Project.

Temporary impacts relative to hazardous wastes and materials associated with the proposed Project are confined to construction activities. During proposed Project construction, there is a possibility of accidental release of hazardous substances. The level of risk associated with an accidental release of hazardous substances is not considered significant because of the volume of hazardous materials utilized during construction is small and their concentrations are low. The contractor would be required to use standard construction controls and safety procedures, which would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

SITE 2

The proposed Project does not have the capacity to create a substantial hazard to the public or the environmental through the routine transport, use, or disposal of hazardous materials. The ISA revealed no evidence of RECs in connection with Site 2. There is the potential for ADL in the soil due to the proximity to US-101. No staining or leaking from the on-site miscellaneous debris piles was observed; therefore, less than significant impacts would result from the proposed Project.

Two pole-mounted transformers were observed on Site 2. No evidence of di-electric fluid or staining was noted; however, an avoidance and/or minimization measure has been included (refer to Section 2.3.5.4., below) in order to ensure safety concerns during construction with regard to potential Polychlorinated Biphenyls (PCBs) in the two on-site transformers.

As stated above, Site 2 has been historically used for agricultural purposes (orchard) for several years prior to the construction of US-101. Soils within Site 2 were disturbed during the construction of US-101 and, therefore, it is not anticipated that residual pesticides as a result of historical agricultural use would be encountered during construction of the proposed Project.

Temporary impacts relative to hazardous wastes and materials associated with the proposed Project are confined to construction activities. During proposed Project construction, there is a possibility of accidental release of hazardous substances. The level of risk associated with an accidental release of hazardous substances is not considered significant because of the volume of hazardous materials utilized during construction is small and their concentrations are low. The contractor would be required to use standard construction controls and safety procedures, which would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

SITE 3

The proposed Project involves the development of a PV solar power system. This action does not have the capacity to create a substantial hazard to the public or the environmental through the routine transport, use, or disposal of hazardous materials. The ISA revealed no evidence of RECs in connection with Site 3. There is the potential for ADL in the soil due to the proximity to US-101. As stated above, miscellaneous debris at Site 3 appeared to be associated with demolition debris (i.e., broken concrete, roofing materials, etc.), which may contain ACMs. As ACMs may be present within the debris materials on-site, an avoidance and/or minimization measure has been included (refer to Section 2.3.5.4., below) in order to ensure safety concerns during construction with regard to potential ACMs associated with this debris. Therefore, less than significant impacts would result form the proposed Project.

Temporary impacts relative to hazardous wastes and materials associated with the proposed Project are confined to construction activities. During proposed Project construction, there is a possibility of accidental release of hazardous substances. The level of risk associated with an accidental release of hazardous substances is not considered significant because of the volume of hazardous materials utilized during construction is small and their concentrations are low. The contractor would be required to use standard construction controls and safety procedures, which would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

SITE 4

The proposed Project involves the development of a PV solar power system. This action does not have the capacity to create a substantial hazard to the public or the environmental through the routine transport, use, or disposal of hazardous materials. There is the potential for ADL in the soil due to the proximity to US-101. No staining or

leaking from the on-site miscellaneous debris piles was observed; therefore, less than significant impacts would result from the proposed Project.

As stated above, Site 4 has been historically used for agricultural purposes (orchard) for several years prior to the construction of US-101. Soils within Site 4 were disturbed during the construction of US-101 and, therefore, it is not anticipated that residual pesticides as a result of historical agricultural use would be encountered during construction of the proposed Project.

The reported Drycleaner located at 17020 Condit Road has resulted in releases to the groundwater, and it is anticipated that contaminated groundwater underlies Site 4. This off-site Drycleaner has resulted in an REC on Site 4 via contaminated groundwater. Although this off-site facility has created an REC at Site 4, the proposed Project within Site 4 is not anticipated to encounter hazardous materials within groundwater (reported at 80 feet), as the proposed PV solar power system installation would excavate to a maximum depth of 20 feet. Avoidance and/or minimization measures are provided in order to reduce potential hazardous waste/materials impacts to less than significant levels.

Temporary impacts relative to hazardous wastes and materials associated with the proposed Project are confined to construction activities. During proposed Project construction, there is a possibility of accidental release of hazardous substances. The level of risk associated with an accidental release of hazardous substances is not considered significant because of the volume of hazardous materials utilized during construction is small and their concentrations are low. The contractor would be required to use standard construction controls and safety procedures, which would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

SITE 5

The proposed Project involves the development of a PV solar power system. This action does not have the capacity to create a substantial hazard to the public or the environmental through the routine transport, use, or disposal of hazardous materials. There is the potential for ADL in the soil due to the proximity to US-101. No staining or leaking from the on-site miscellaneous debris piles was observed; therefore, less than significant impacts would result from the proposed Project.

As stated above, Site 5 has been historically used for agricultural purposes (orchard) for several years prior to the construction of US-101. Soils within Site 5 were disturbed during the construction of US-101 and, therefore, it is not anticipated that residual pesticides as a result of historical agricultural use would be encountered during construction of the proposed Project.

The reported LUST located at 425 Tennant Avenue (current Olin Corporation) has resulted in releases to the groundwater, and it is anticipated that contaminated groundwater underlies Site 5. This off-site LUST has resulted in an REC on Site 5 via contaminated groundwater. Although this off-site facility has created an REC at Site 5, the proposed Project within Site 5 is not anticipated to encounter hazardous materials

within groundwater (reported at 80 feet), as the proposed PV solar power system installation would excavate to a maximum depth of 20 feet. Avoidance and/or minimization measures are provided in order to reduce potential hazardous waste/materials impacts to less than significant levels.

Temporary impacts relative to hazardous wastes and materials associated with the proposed Project are confined to construction activities. During proposed Project construction, there is a possibility of accidental release of hazardous substances. The level of risk associated with an accidental release of hazardous substances is not considered significant because of the volume of hazardous materials utilized during construction is small and their concentrations are low. The contractor would be required to use standard construction controls and safety procedures, which would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

SITE 6

The proposed Project involves the development of a PV solar power system. This action does not have the capacity to create a substantial hazard to the public or the environmental through the routine transport, use, or disposal of hazardous materials. The ISA revealed no evidence of RECs in connection with Site 6. There is the potential for ADL in the soil due to the proximity to US-101. No staining or leaking from the on-site miscellaneous debris piles was observed; therefore, less than significant impacts would result from the proposed Project.

As stated above, Site 6 has been historically used for agricultural purposes (orchard) for several years prior to the construction of US-101. Soils within Site 6 were disturbed during the construction of US-101 and, therefore, it is not anticipated that residual pesticides as a result of historical agricultural use would be encountered during construction of the proposed Project.

Temporary impacts relative to hazardous wastes and materials associated with the proposed Project are confined to construction activities. During proposed Project construction, there is a possibility of accidental release of hazardous substances. The level of risk associated with an accidental release of hazardous substances is not considered significant because of the volume of hazardous materials utilized during construction is small and their concentrations are low. The contractor would be required to use standard construction controls and safety procedures, which would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

SITE 7

The proposed Project involves the development of a PV solar power system. This action does not have the capacity to create a substantial hazard to the public or the environmental through the routine transport, use, or disposal of hazardous materials. The ISA revealed no evidence of RECs in connection with Site 7. There is the

potential for ADL in the soil due to the proximity to US-101. No staining or leaking from the on-site miscellaneous debris piles was observed; therefore, less than significant impacts would result from the proposed Project.

As stated above, Site 7 has been historically used for agricultural purposes (orchard) for several years prior to the construction of US-101. Soils within Site 7 were disturbed during the construction of US-101 and, therefore, it is not anticipated that residual pesticides as a result of historical agricultural use would be encountered during construction of the proposed Project.

Temporary impacts relative to hazardous wastes and materials associated with the proposed Project are confined to construction activities. During proposed Project construction, there is a possibility of accidental release of hazardous substances. The level of risk associated with an accidental release of hazardous substances is not considered significant because of the volume of hazardous materials utilized during construction is small and their concentrations are low. The contractor would be required to use standard construction controls and safety procedures, which would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

CUMULATIVE PROPOSED PROJECT

The proposed Project, when thought of in its entirety, would have the same effects as those discussed above on a site specific basis. Therefore the cumulative proposed Project impacts would be the same as those discussed for the site specific impacts. Avoidance and/or minimization measures are provided to ensure that impacts related to hazardous waste and materials are minimized or avoided during the construction phase.

NO BUILD ALTERNATIVE

Under the No Build Alternative, the PV solar power systems would not be constructed (thus removing the potential of hazardous material release during construction) and the ROW areas at the seven sites would remain unchanged. Therefore, no impacts related to hazardous waste/materials would occur.

2.3.5.4 Avoidance and/or Minimization Measures

Implementation of the following measures related to hazardous waste/materials (HAZ) impacts would reduce or eliminate the adverse effects of the proposed Project:

HAZ-1 Any transformer to be relocated during site construction/demolition shall be conducted under the purview of Pacific Gas and Electric to identify property-handling procedures regarding potential Polychlorinated Biphenyls (PCBs).

HAZ-2 All miscellaneous debris piles located on-site shall be removed off-site and properly disposed of at an approved landfill facility. In areas where possible demolition debris piles are present (Site 3), a visual inspection of the ground surface shall be conducted. Should staining and/or hazardous substances be

observed, an Environmental Professional with Phase II/Site Characterization experience shall conduct sampling in order to confirm or deny the presence of ACMs.

HAZ-3 Areas of exposed soils within the operating ROW, which will be disturbed during excavation/grading activities, shall be sampled and tested for lead prior to construction activities, so that any special handling, treatment, or disposal provisions associated with aerially deposited lead may be included in construction documents (if aerially deposited lead is present).

HAZ-4 If unknown wastes or suspect materials, including groundwater, are discovered during construction by the contractor, all excavation activities in the immediate vicinity of the area of concern shall be suspended. The Department, in conjunction with other appropriate agencies, shall develop a plan to investigate suspect materials and determine what corrective measures, if any, may be required to safeguard public health and the environment.

2.3.6 AIR QUALITY

2.3.6.1 Regulatory Setting

The Federal Clean Air Act (FCAA) as amended in 1990 is the Federal law that governs air quality. Its counterpart in California is the California Clean Air Act (CCAA) of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the Federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns. The criteria pollutants are: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM), lead (Pb), and sulfur dioxide (SO_2); refer to Table 2.3.6-1, National and California Ambient Air Quality Standards and Status.

Under the 1990 FCAA Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve Federal actions to support programs or projects that are not first found to conform to a State Implementation Plan (SIP) for achieving the goals of the FCAA requirements. Conformity with the FCAA takes place at the regional and project levels. The proposed Project must conform at both levels to be approved. It should be noted that the proposed Project is not seeking Federal funding and therefore would not be subject to conformity. Additionally, the proposed Project is not a transportation project, but would be located within the transportation right-of-way (ROW).

Regional level conformity in California is concerned with how well the region is meeting the standards set for CO, NO_2, O_3, and PM. At the regional level, Regional Transportation Plans (RTP) are developed that include all of the transportation projects planned for a region over a period of years, usually at least 20. Based on the projects included in the RTP, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the FCAA are met. If the conformity analysis is successful, the regional planning organization, such as the Metropolitan Transportation Commission (MTC) for the San Francisco Bay Area, and the

appropriate Federal agencies, such as the FHWA, make the determination that the RTP is in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP must be modified until conformity is attained. If the design and scope of the proposed transportation project are the same as described in the RTP, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires “hot spot” analysis if an area is “nonattainment” or “maintenance” for CO and/or PM. A region is a “nonattainment” area if one or more monitoring stations in the region fail to attain the relevant standard. Areas that were previously designated as nonattainment areas but have recently met the standard are called “maintenance” areas. “Hot spot” analysis is essentially the same, for technical purposes, as CO or PM analysis performed for NEPA purposes. Conformity does include some specific standards for projects that require a hot spot analysis. In general, projects must not cause the CO standard to be violated; in “nonattainment” areas the project must not cause any increase in the number and severity of violations. If a known CO or PM violation is located in a project vicinity, that project must include measures to reduce or eliminate the existing violation(s) as well.

Table 2.3.6-1. National and California Ambient Air Quality Standards and Status

Pollutant	Averaging Time	California[1]		Federal[2]	
		Standard[3]	Attainment Status	Standards[4]	Attainment Status
Ozone (O_3)	1 Hour	0.09 ppm (180 μg/m³)	Nonattainment	N/A[5]	N/A[5]
	8 Hours	0.07 ppm (137 μg/m³)	Nonattainment	0.075 ppm (147 μg/m³)	Nonattainment
Particulate Matter (PM_{10})	24 Hours	50 μg/m³	Nonattainment	150 μg/m³	Unclassified
	Annual Arithmetic Mean	20 μg/m³	Nonattainment	N/A[6]	Unclassified
Fine Particulate Matter ($PM_{2.5}$)	24 Hours	No Separate State Standard		35 μg/m³	Nonattainment
	Annual Arithmetic Mean	12 μg/m³	Nonattainment	15.0 μg/m³	Attainment
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m³)	Attainment	9 ppm (10 mg/m³)	Attainment
	1 Hour	20 ppm (23 mg/m³)	Attainment	35 ppm (40 mg/m³)	Attainment
Nitrogen Dioxide (NO_2)[7]	Annual Arithmetic Mean	0.030 ppm (57 μg/m³)	N/A	53 ppb (100 μg/m³)	Unclassified
	1 Hour	0.18 ppm (339 μg/m³)	Attainment	100 ppb (188 μg/m³)	N/A
Lead (Pb)	30 days average	1.5 μg/m³	Attainment	N/A	N/A
	Calendar Quarter	N/A	N/A	1.5 μg/m³	N/A
Sulfur Dioxide (SO_2)	24 Hours	0.04 ppm (105 μg/m³)	Attainment	N/A	Attainment
	3 Hours	N/A	N/A	N/A	Attainment
	1 Hour	0.25 ppm (655 μg/m³)	Attainment	75 ppb (196 μg/m³)	N/A
Visibility-Reducing Particles	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70% RH	Unclassified	No Federal Standards	
Sulfates	24 Hour	25 μg/m³	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 μg/m³)	Unclassified		
Vinyl Chloride	24 Hour	0.01 ppm (26 μg/m³)	N/A		

μg/m³ = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time; N/A = Not Applicable

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, suspended particulate matter-PM_{10} and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations. In 1990, the California Air Resources Board (CARB) identified vinyl chloride as a toxic air contaminant, but determined that there was not sufficient available scientific evidence to support the identification of a threshold exposure level. This action allows the implementation of health-protective control measures at levels below the 0.010 parts per million ambient concentration specified in the 1978 standard.
2. National standards (other than ozone, particulate matter and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. EPA also may designate an area as *attainment/unclassifiable*, if: (1) it has monitored air quality data that show that the area has not violated the ozone standard over a three-year period; or (2) there is not enough information to determine the air quality in the area. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 μg/m³ is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3. Concentration is expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 mm of mercury. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar); ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
5. The Federal 1-hour ozone standard was revoked on June 15, 2005 in all areas except the 14 8-hour ozone nonattainment Early Action Compact (EAC) areas.
6. The Environmental Protection Agency revoked the annual PM_{10} standard in 2006 (effective December 16, 2006).
7. To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 0.100 ppm (effective January 22, 2010). Note that EPA standards are in units of ppb and California standards are in units of ppm.

Source: California Air Resources Board and U.S. Environmental Protection Agency, September 8, 2010.

2.3.6.2 Affected Environment

The affected environment is the same at all seven sites on US-101. Because the sites are similar in nature, the following discusses air quality for the seven sites as a whole rather than individually.

The proposed Project is located in the City of San Jose, City of Morgan Hill, and unincorporated County of Santa Clara, which are within the San Francisco Bay Area Air Basin (Basin). This Basin includes San Mateo, Santa Clara, Alameda, Contra Costa, Napa, and Marin counties and forms several climatological subregions. The proposed Project is located in the Santa Clara Valley climatological subregion, which is bounded by the San Francisco Bay to the north and by mountains to the east, south, and west. Temperatures are warm on summer days and cool on summer nights, and winter temperatures are fairly mild. At the northern end of the valley, mean maximum

temperatures are in the low 80s during the summer and the high 50s during the winter, and mean minimum temperatures range from the high 50s in the summer to the low 40s in the winter. Further inland, where the moderating effect of the Bay is not as strong, temperature extremes are greater. For example, in San Martin, located 27 miles south of the San Jose Airport, temperatures can be more than 10 degrees warmer on summer afternoons and more than 10 degrees cooler on winter nights.

In the San Francisco Bay area, marine air traveling through the Golden Gate, as well as across San Francisco and through the San Bruno Gap, is a dominant weather factor. The Oakland-Berkeley Hills cause the westerly flow of air to split off to the north and south of Oakland, which causes diminished wind speeds. The prevailing winds for most of this subregion are from the west. At the northern end, near Richmond, prevailing winds are from the south-southwest. The air pollution potential is lowest for the parts of the subregion that are closest to the San Francisco Bay, largely due to good ventilation and less influx of pollutants from upwind sources. The occurrence of light winds in the evenings and early mornings occasionally causes elevated pollutant levels.

As shown in Table 2.3.6-1, the Basin is a attainment area for CO, NO_2, and SO_2 for both State and Federal standards and a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$ under both State standards and nonattainment for O_3 and $PM_{2.5}$ under Federal standards.

AIR QUALITY MONITORING

The Bay Area Air Quality Management District (BAAQMD) operates several air quality monitoring stations throughout the Basin. The San Jose-Jackson Street Monitoring Station is the closest monitoring station to the seven sites that monitors CO, O_3, NO_X, PM_{10}, and $PM_{2.5}$. The data collected at this station is considered to be representative of the air quality experienced at each of the seven sites. Air quality data from 2007 to 2009 is provided in Table 2.3.6-2, Local Air Quality Levels. Additionally, Table 2.3.6-3, Criteria Air Pollutants, briefly describes the various types of pollutants.

Table 2.3.6-2. Local Air Quality Levels

Pollutant	California Standard	Federal Standard	Year	Maximum[1] Concentration	Days (Samples) State/Federal Std. Exceeded
Ozone (O_3) (1-Hour) [2]	0.09 ppm for 1 hour	N/A	2007 2008 2009	0.083 ppm 0.118 0.088	0/0 1/0 0/0
Ozone (O_3) (8-Hour) [2]	0.070 ppm for 8 hours	0.08 ppm for 8 hours	2007 2008 2009	0.068 ppm 0.080 0.069	0/0 3/2 0/0
Carbon Monoxide (CO) (1-Hour) [2]	20 ppm for 1 hour	35 ppm for 1 hour	2007 2008 2009	3.51 ppm 3.32 3.43	0/0 0/0 0/0
Carbon Monoxide (CO) (8-Hour) [2]	9.0 ppm for 8 hours	9.0 ppm for 8 hours	2007 2008 2009	2.71 ppm 2.48 2.50	0/0 0/0 0/0
Nitrogen Dioxide (NO_2)[2]	0.18 ppm for 1 hour	0.100 ppm for 1 hour	2007 2008 2009	0.065 ppm 0.080 0.069	0/NA 0/NA 0/NA
Particulate Matter (PM_{10}) [2,3,4]	50 $\mu g/m^3$ for 24 hours	150 $\mu g/m^3$ for 24 hours	2007 2008 2009	64.7 $\mu g/m^3$ 55.0 41.1	3/0 1/0 0/0
Fine Particulate Matter ($PM_{2.5}$) [2,4]	No Separate State Standard	35 $\mu g/m^3$ for 24 hours	2007 2008 2009	57.5 $\mu g/m^3$ 41.9 35.0	NA/9 NA/5 NA/0

ppm = parts per million; PM_{10} = particulate matter 10 microns in diameter or less; NM = not measured; $\mu g/m^3$ = micrograms per cubic meter; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less; NA = not applicable.

Notes:
1. Maximum concentration is measured over the same period as the California Standards.
2. San Jose-Jackson Street Monitoring Station located at 158 East Jackson Street, San Jose, California 95112.
3. PM_{10} exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.
4. PM_{10} and $PM_{2.5}$ exceedances are derived from the number of samples exceeded, not days.

Source: Aerometric Data Analysis and Measurement System (ADAM), summaries from 2007 to 2009, http://www.arb.ca.gov/adam.

Table 2.3.6-3. Criteria Air Pollutants

Pollutant	Health and Atmospheric Effects	Typical Sources
Ozone (O_3)	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include a number of known toxic air contaminants.	Low-altitude ozone is almost entirely formed from reactive organic gases (ROG) and NO_X in the presence of sunlight and heat. Major sources include motor vehicles and other mobile sources, solvent evaporation, and industrial and other combustion processes. Biologically-produced ROG may also contribute.
Carbon Monoxide (CO)	Asphyxiant. CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Respirable Particulate Matter (PM_{10})	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many aerosol and solid compounds are part of PM_{10}.	Dust- and fume-producing industrial and agricultural operations; combustion smoke; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources (wind-blown dust, ocean spray).
Fine Particulate Matter ($PM_{2.5}$)	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – considered a toxic air contaminant – is in the $PM_{2.5}$ size range. Many aerosol and solid compounds are part of $PM_{2.5}$.	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical (including photochemical) reactions involving other pollutants including NO_X, sulfur oxides (SO_X), ammonia, and ROG.

Table 2.3.6-3 (Continued). Criteria Air Pollutants

Pollutant	Health and Atmospheric Effects	Typical Sources
Nitrogen Dioxide (NO_2)	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain.	Motor vehicles and other mobile sources; refineries; industrial operations.
Sulfur Dioxide (SO_2)	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing.
Lead (Pb)	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also considered a toxic air contaminant.	Primary sources include lead-based industrial process like batter production and smelters. Past sources include lead paint, leaded gasoline. Moderate to high levels of aerially deposited lead from gasoline may still be present in soils along major roads, and can be a problem if large amounts of soil are disturbed.

Sources: California Air Resources Board, *Ambient Air Quality Standards*, September 8, 2010 (http://www.arb.ca.gov/research/aaqs/aaqs2.pdf) and U.S. EPA and California Air Resources Board, *Air Toxics Website*, http://www.arb.ca.gov/toxics/toxics.htm, accessed March 9, 2011.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Sensitive receptors located along portions of both sides of US-101 include residential uses, nurseries, hospitals, hotels, churches, schools, and parks.

2.3.6.3 Environmental Consequences

BUILD ALTERNATIVE

The environmental consequences are the same at all seven sites on US-101. Because the sites are similar in nature, the following discusses air quality for the seven sites as a whole rather than individually.

SHORT-TERM IMPACTS

Construction of the Build Alternative would construct seven PV solar power systems within interchanges along US-101 from PM 29.0 in San Jose south to PM 10.3 in Santa Clara County, just north of the City of Gilroy. Access roads and associated driveways would be constructed at each site within the proposed Project area. Construction activities would occur over three months, and could be performed at each of the seven sites concurrently. The majority of the construction activities would occur within existing ROW.

Construction of the proposed Project would require grading and other ground disturbing activities. Short-term impacts to air quality would occur during minor grading/trenching and building activities. Additional sources of construction-related emissions include:

- Exhaust emissions and potential odors from construction equipment used on the construction site, as well as the vehicles used to transport materials to and from the site; and

- Exhaust emissions from the motor vehicles of the construction crew.

Proposed Project construction would result in temporary emissions of CO, NO_X, ROG, $PM_{2.5}$, and PM_{10}. Stationary or mobile powered on-site construction equipment includes trucks, tractors, drill rigs, backhoes, crushing and/or processing equipment, graders, pavers, and other paving equipment. Based on the insignificant amount of daily work trips required for proposed Project construction, construction worker trips are not anticipated to significantly contribute to or affect traffic flow on local roadways and are therefore not considered significant.

In order to further minimize construction-related emissions, all construction vehicles and construction equipment would be required to be equipped with the State-mandated emission control devices pursuant to State emission regulations and standard construction practices. After construction of the proposed Project is complete, all construction-related impacts would cease, thus resulting in a less than significant impact. Short-term construction PM_{10} emissions would be further reduced with the implementation of required dust suppression measures outlined within BAAQMD Regulation 6, Rule 1. Note that the Department Standard Specifications for Construction (Section 10 and 18 [Dust Control] and Section 39-3.06 [Asphalt Concrete Plants]) must also be adhered to. Therefore, proposed Project construction is not anticipated to violate State or Federal air quality standards or contribute to existing air quality violations in the Basin.

REGIONAL AND PROJECT AIR QUALITY CONFORMITY

The proposed Project would result in the development of renewable power facilities within the freeway ROW. As a result, the proposed Project qualifies as a power facility, which is listed on Table 2 of 40 CFR 93.126 as an exempt project. The proposed Project does not propose any modifications to the existing roadways, bicycle routes, or trails, and would not create additional traffic. No impact would occur to air quality as no changes to the existing roadways would occur. No impacts would occur to the operation of the roadway facilities, as no improvements would occur to the existing roadways. Therefore, the proposed Project is exempt from all emissions analyses.

NATURALLY OCCURRING ASBESTOS

Chrysotile and amphibole asbestos (such as tremolite) occur naturally in certain geologic settings in California, most commonly in association with ultramafic rocks and along associated faults. Asbestos is a known carcinogen and inhalation of asbestos may result in the development of lung cancer or mesothelioma. The asbestos contents of many manufactured products have been regulated in the U.S. for a number of years. For example, the California Air Resources Board (CARB) has regulated the amount of asbestos in crushed serpentinite used in surfacing applications, such as for gravel on unpaved roads, since 1990. In 1998, new concerns were raised about possible health hazards from activities that disturb rocks and soil containing asbestos and may result in the generation of asbestos-laden dust. These concerns recently led CARB to revise their asbestos limit for crushed serpentinite and ultramafic rock in surfacing applications from 5 percent to less than 0.25 percent, and to adopt a new rule requiring best practices dust control measures for activities that disturb rock and soil containing naturally occurring asbestos (NOA).

While it is present all over the State of California, NOA can be found most abundantly in and around Humboldt County, in areas of San Benito and Monterey counties, and in western El Dorado County. The EPA's Pacific Southwest Region has a long history of involvement in assessing and minimizing the risk from asbestos in California, including Alameda, Calaveras, Fresno, Los Angeles, Santa Clara, Santa Cruz, San Benito, and San Mateo counties. According to the *Natural Environment Study* (dated March 2011) prepared for the proposed Project, Site 3 is underlain by the Maxwell soil series, which is a serpentine soil that may contain NOA.

Earthen material containing NOA equal to or greater than one percent is considered a hazardous waste. It is also regulated as a hazardous substance under the Hazardous Substance Account Act (HSAA) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). As asbestos is a known carcinogen, there are certain precautions that are required for NOA, most related to dust control.

CARB has established two Airborne Toxic Control Measures (ATCMs) that address NOA. The first one regulates surfacing materials and amends an older ATCM for asbestos-containing serpentine. The second ATCM, which applies to construction, grading, quarrying, and surface mining operations, requires more stringent dust control measures at these operations. The requirements for road construction and maintenance differ somewhat from those for general construction and grading (e.g., development of a shopping center). Other requirements of the proposed ATCM address post-construction stabilization of disturbed areas. These areas must be revegetated, paved, or covered with at least three inches of non-asbestos-containing material. NOA-containing material may be transported if the loads are adequately wetted or covered with tarps.

With regard to disposal options, subsection 93106 (f)(6) of the amended ATCM permits the use of "restricted materials" for surfacing at landfills in areas where there is no public access. Currently, the California Department of Resource Recycling and Recovery landfill regulations do not address NOA. Both ATCMs include requirements for geologic evaluations to be conducted by a registered geologist. In order to reduce impacts from NOA to a less than significant level, Department and the BAAQMD require compliance with the CARB ATCMs that address NOA (ATCM 93105 and 93106). With implementation of avoidance and/or minimization measures, NOA impacts would be less than significant.

NO BUILD ALTERNATIVE

Under the No Build Alternative, the PV solar power systems would not be constructed and the ROW areas at the seven sites would remain unchanged. Therefore, no air quality impacts would occur.

2.3.6.4 Avoidance and/or Minimization Measures

Implementation of the following measures related to air quality (AQ) would reduce or eliminate the adverse impacts of the proposed Project.

CONSTRUCTION IMPACTS

To mitigate potential construction impacts, dust control practices shall be implemented to minimize or avoid potential exceedances of the PM_{10} air quality standard. The following measures should be utilized to reduce and otherwise address particulate emissions in accordance with BAAQMD CEQA Guidelines:

AQ-1 During clearing, grading, earth moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following BAAQMD dust control measures:

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- For paved roads, apply water three times daily; apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more).
- Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit traffic speeds on unpaved roads up to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.

AQ-2 All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

AQ-3 The contractor shall adhere to Department Standard Specifications for Construction (Sections 10 and 18 [Dust Control] and Section 39-3.06 [Asphalt Concrete Plant Emissions]).

AQ-4 During ground disturbance activities associated with Site 3, the construction contractor shall comply with CARB's Airborne Toxic Control Measures (ATCM) addressing NOA (Section 93105 and 93106 of Title 17 of the California Code of Regulations). These ATCMs regulate construction, grading, quarrying and surface mining operations, as well as surfacing applications.

OPERATIONAL IMPACTS

No avoidance and/or minimization measures are required, as the proposed Project would not produce substantial operational air quality impacts.

CLIMATE CHANGE

Climate change is analyzed in Chapter 2, Section 2.6, Climate Change (CEQA). No avoidance and/or minimization measures are required. The proposed Project could result in a positive cumulative benefit, as it would introduce a non-fossil fuel-based energy source and result in an offset of operational emissions.

2.3.7 NOISE AND VIBRATION

2.3.7.1 Regulatory Setting

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) requires a baseline versus build analysis to assess whether a proposed project would have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless such measures are not feasible.

DEPARTMENT TRAFFIC NOISE ANALYSIS PROTOCOL FOR NEW HIGHWAY CONSTRUCTION AND RECONSTRUCTION, AND RETROFIT BARRIER PROJECTS, MAY 2011

In accordance with the Department's *Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction and Retrofit Barrier Projects, May 2011*, a noise impact occurs when the future noise level with a project results in a substantial increase in noise level (defined as a 12 A-weighted decibels [dBA] or more increase), or when the future noise level with a project approaches or exceeds the Noise Abatement Criteria (NAC). Approaching the NAC is defined as coming within 1 dBA of the NAC. Table 2.3.7-1, Noise Abatement Criteria, lists the noise abatement criteria for use in the NEPA-23 CFR 772 analysis.

Table 2.3.7-1. Noise Abatement Criteria

Activity Category	NAC, Hourly A- Weighted Noise Level, dBA $L_{eq}(h)$[1]	Description of Activities
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[2]	67 Exterior	Residential.
C[2]	67 Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites[3], schools, television studios, trails, and trail crossings.
D	52 Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.

Table 2.3.7-1 (Continued). Noise Abatement Criteria

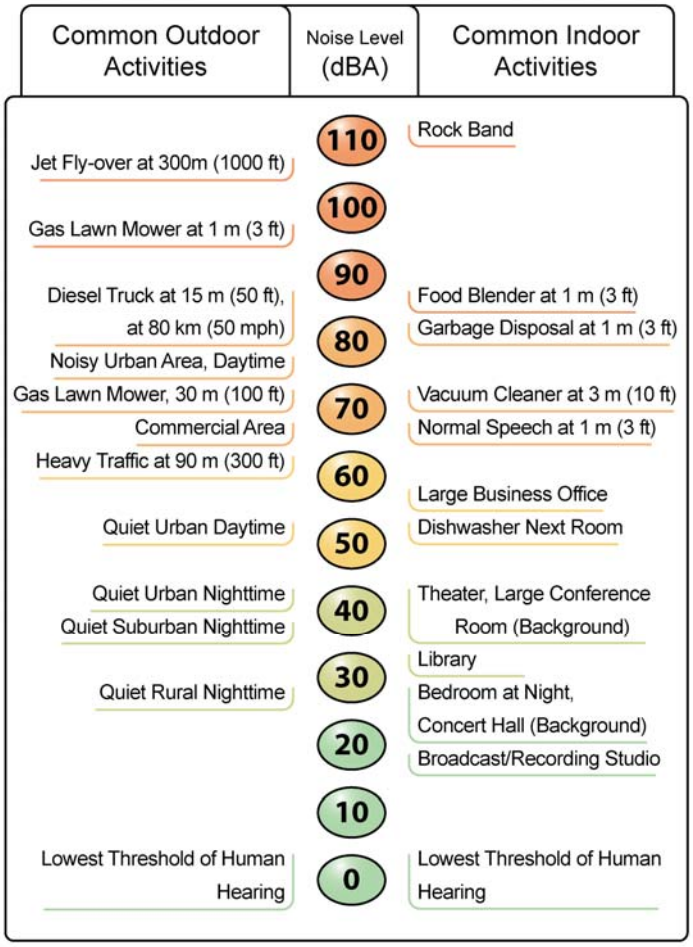
Activity Category	NAC, Hourly A- Weighted Noise Level, dBA $L_{eq}(h)$[1]	Description of Activities
F	–	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	–	Undeveloped lands that are not permitted.

Notes:

1. The $L_{eq}(h)$ activity criteria values are for impact determination only and are not design standards for noise abatement measures. All values are A-weighted decibels (dBA).
2. Includes undeveloped lands permitted for this activity category.
3. Refer to 23 CFR 774. These sites include publicly owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site.

Figure 2.3.7-1, Noise Levels of Common Activities, lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

Figure 2.3.7-1. Noise Levels of Common Activities



If it is determined that a project would have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be

reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the proposed Project.

The *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 5 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include: resident acceptance, the absolute noise level, build versus existing noise, environmental impacts of abatement, public and local agency input, newly constructed development versus development pre-dating 1978, and the cost per benefited residence.

STATE OF CALIFORNIA GUIDELINES

The State of California Office of Planning and Research (OPR) *Noise Element Guidelines* include recommended interior and exterior standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The *OPR Guidelines* describe the compatibility of various land uses with a range of environmental noise levels in terms of dBA community noise equivalent level (CNEL).

A noise environment of 50 dBA CNEL to 60 dBA CNEL is considered to be “normally acceptable” for residential uses. The State indicates that locating residential units, parks, and institutions (i.e., churches, schools, libraries, and hospitals) in areas where exterior ambient noise levels exceed 65 dBA CNEL is undesirable. The OPR recommendations also note that, under certain conditions, more restrictive standards than the maximum levels cited may be appropriate. As an example, the standards for quiet suburban and rural communities may be reduced by 5 to 10 dB to reflect their lower existing outdoor noise levels in comparison with urban environments.

In addition, *Title 25, Section 1092* of the *California Code of Regulations*, sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. Whenever multiple-family residential dwelling units are proposed in areas with excessive noise exposure, the developer must incorporate features into the building’s design that reduce interior noise levels to 45 dBA CNEL.

Table 2.3.7-2, Noise and Land Use Compatibility Matrix, illustrates the State guidelines established by the State Department of Health Services for acceptable noise levels for each county and city. These standards and criteria are incorporated into the land use planning process to reduce future noise and land use incompatibilities.

Table 2.3.7-2. Noise and Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low Density, Single-Family, Duplex, Mobile Homes	50 - 60	55 - 70	70-75	75-85
Residential - Multiple Family	50 - 65	60 - 70	70 - 75	70 – 85
Transient Lodging - Motel, Hotels	50 - 65	60 - 70	70 - 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 - 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 - 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 - 70	NA	67.5 - 75	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 70	NA	70 - 80	80 – 85
Office Buildings, Business Commercial and Professional	50 - 70	67.5 - 77.5	75 - 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	75 - 85	NA

NA: Not Applicable

Source: Office of Planning and Research, California, *General Plan Guidelines*, October 2003.

Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.
Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable – New construction or development should generally not be undertaken.

CALIFORNIA GOVERNMENT CODE

*California Government Cod*e Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of their comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services.

The guidelines rank noise land use compatibility in terms of “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” and “clearly unacceptable” noise levels for various land use types. Single-family homes are “normally acceptable” in exterior noise environments up to 60 CNEL and “conditionally acceptable” up to 70 CNEL. Multiple-family residential uses are “normally acceptable” up to 65 CNEL and “conditionally acceptable” up to 70 CNEL. Schools, libraries, and churches are “normally acceptable” up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

2.3.7.2 Affected Environment

The affected environment is the same at all seven sites on US-101. Because the sites are similar in nature, the following discusses noise for the seven sites as a whole rather than individually.

Developed land uses in the proposed Project vicinity were identified through land use maps, aerial photography, and site inspection. Within each land use, sensitive receptors were identified. Noise-sensitive land uses located along portions of both sides of US-101 include residential uses, nurseries, hospitals, hotels, churches, schools, and parks. Table 2.3.7-3, Sensitive Receptors, illustrates the sensitive receptors and the distance and direction from the seven sites. The distances are

measured from the exterior proposed Project boundaries only and not from individual construction Projects/areas within the interiors of the proposed Project sites. The existing noise environment throughout the proposed Project areas vary by location, depending on site characteristics such as proximity to US-101 and other noise sources, the relative highway and local elevations and terrain, vegetation, and any intervening structures or barriers. The primary source for noise for the sensitive receptors in the proposed Project vicinity is traffic on US-101.

Table 2.3.7-3. Sensitive Receptors

Site	Type	Name	Distance from Project Site (feet)[1]	Direction from Project Site
1	Residential	Residential Uses	50	North
			50	East
			50	South
			50	West
	Parks	Great Oaks Park	215	Northwest
		Edenvale Elementary School	930	South
		Samuel Stipe Elementary School	1,000	Northwest
2	Residential	Residential Uses	180	Southeast
			275	West
			1,670	East
	Hospitals	ARH Recovery Homes Inc.	275	West
	Hotels	Holiday Inn Hotel San Jose – Silicon Valley	70	North
	Churches	Twin Oaks Church	1,183	South
	Schools	Oak Grove Educators Association	1,350	South
3	Parks	Coyote Creek Golf Club	105	West
			900	North
4	Residential	Residential Uses	575	West
			1,133	East
	Nursery	Morgan Hill Parent Child Nursery	1,500	East
	Hotels	Holiday Inn Express Hotel & Suites San Jose – Morgan Hill	250	North
		Quality Inn of Morgan Hill	1,640	South
		Morgan Hill Unified School District: Nordstrom Elementary	2,000	East
		Executive Inn	2,000	South
		Barrett Elementary School	2,300	South
	Churches	Church On the Rock Morgan Hill	945	West
		Advent Lutheran Church	1,350	East
		The Church of Jesus Christ of Latter Day Saints	1,615	East
		Jehovah's Witnesses	2,262	South
	Parks	Outdoor Sports Center	1,300	South

Table 2.3.7-3 (Continued). Sensitive Receptors

Site	Type	Name	Distance from Project Site (feet)[1]	Direction from Project Site
5	Residential	Residential Uses	402	West
			902	South
			923	North
			1,050	East
	Hospitals	Ginger – K Center	430	East
	Hotels	Ramada Inn	200	200
		Comfort Inn	645	North
		Microtel Inn & Suite	800	North
		K&M Relocation Network Inc.	1,520	East
		Executive Inn	1,690	North
		Quality Inn	1,925	North
	Churches	Bethel Baptist Church	885	East
		Jehovah's Witnesses	1,337	North
	Schools	Barrett Elementary School	1,030	North
	Parks	Outdoor Sports Center	1,311	North
6	Residential	Residential Uses	500	West
			677	South
			687	East
	Churches	Church of the Valley	2,519	West
7	Residential	Residential Uses	558	South
			1,050	East
			1,084	North
			1,815	West

Note:
1 – Distances are measured from the exterior Project boundaries only and not from individual construction Projects/areas within the interior of the Project sites.

Source: RBF Consulting field reconnaissance, November 2010, and Google Earth 2010.

In order to quantify existing ambient noise levels in the proposed Project areas, RBF Consulting conducted noise measurements on November 18th, 2010; refer to Table 2.3.7-4, Noise Measurements. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the proposed Project sites. Ten-minute measurements were taken at each site, between 1:00 PM and 3:00 PM. Meteorological conditions were clear skies, warm, with light wind speeds (0 to 5 miles per hour), and low humidity.

Table 2.3.7-4. Noise Measurements

Site	Location	Leq (dBA)	Time
1	Northern terminus of Great Oaks Drive, San Jose, CA, adjacent to residential uses (approximately 650 feet south of Site 1).	55.2	1:10 PM
2	Northern terminus of South Oaks Court, San Jose, CA, adjacent to residential uses (approximately 600 feet southwest of Site 2).	54.1	1:35 PM
3	Southern terminus of Walnut Grove Drive, Morgan Hill, CA, adjacent to residential uses and vacant, undeveloped lots (approximately 530 feet north of Site 4).	58.0	2:08 PM
4	Murphy Avenue, San Martin, CA, adjacent to vacant, undeveloped lots (approximately 600 feet northwest of Site 6).	64.3	2:30 PM

Notes: RBF Consulting site visit, November 18, 2010.

Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute for Type I (precision) sound level meters.

2.3.7.3 Environmental Consequences

BUILD ALTERNATIVE

The environmental consequences are the same at all seven sites on US-101. Because the sites are similar in nature, the following discusses noise for the seven sites as a whole rather than individually.

SHORT TERM IMPACTS

Impacts from the proposed Project at each of the seven sites would be the same as the closest sensitive receptors are located approximately 50 feet to the north, east, south, and west of Site 1. Therefore, the impacts are discussed in the paragraphs below as a whole and are not broken out by site.

Construction Noise Impacts

The Project proposes to install and maintain PV solar power systems within the US-101 ROW, primarily adjacent to existing roadway interchanges. Other proposed Project construction components include installment of perimeter six-foot high chain-link fences; installment of metal beam guardrails; construction of driveway cuts with 25 foot wide, 1.5 foot deep, all weather access roads; and security systems with video cameras mounted at heights of 15 feet at 150-foot intervals around the perimeters, within the chain-link fencing.

Electrical equipment would also be installed to convert direct current (DC) power generated by the PV solar arrays to alternating current (AC) power for connection to the local grid. Typically, within each fenced enclosure, an inverter/transformer and switchgear would be installed on a concrete pad. The concrete pads that support the

above-ground electrical equipment (inverters, transformers, and switchgear) would extend 12 inches below grade. Outside the fenced enclosure, the AC power connections to the grid would be conveyed in underground conduit, including conduit installed by directional drilling under freeways, ramps, and busy roadways, to the selected power poles, many of which are along local roads outside operating State ROW. The conveyance of the electrical conduits to reach power poles would be at a depth of four feet. Maximum depths of the directional drilling at roadway crossings would be up to 15 feet below ground surface. On each end of the drilling operation, a temporary pit would be excavated approximately eight feet wide, 20 feet long, and 15 feet deep to accommodate the drilling equipment. Off-site staging areas would not be necessary.

In general, minimal grading would be required as part of the proposed Project to prepare a smooth site surface for installation of the PV solar power systems. At some locations, existing drainage swales would be regarded around the panel locations or storm drain pipes may be installed to connect existing swales or culverts across the panel area. The maximum depth of construction would be approximately five feet for regrading swales or trenching of drainage pipes and electrical conduits, except that driven pile foundations for the PV panel racking systems could extend 20 feet below grade.

Short-term noise impacts would be associated with grading and trenching. Construction-related short-term noise levels would be higher than existing ambient noise levels in the proposed Project area today, but would no longer occur once construction is completed.

Construction crew commutes and the transport of construction equipment and materials to the proposed Project site would incrementally increase noise levels on access roads leading to the site. There would be a relatively high single-event noise exposure potential at a maximum level of 80 dBA L_{max} with trucks passing at 50 feet. However, the projected construction traffic would be small when compared to the existing traffic volumes on US-101. Therefore, short-term construction-related worker commutes and equipment transport noise impacts associated with construction would not be significant.

Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the proposed Project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise to be categorized by work phase. Table 2.3.7-5, Construction Equipment Noise Levels, indicates the anticipated noise levels of construction equipment based on a distance of 50 feet between the equipment and noise receptor. Individual pieces of equipment would generate noise levels in a range from 74 to 89 dBA at 50 feet from the source. The worst case result of composite construction noise is derived by adding the individual equipment noise levels logarithmically, which would result in a maximum level of 97 dBA. The site preparation phase, which includes grading of the proposed Project site, tends to generate the highest noise levels. Earthmoving and compacting equipment includes excavating machinery such as backfillers, bulldozers, draglines, front loaders, compactors, scrapers, and graders. Operating cycles for these types of construction

equipment may involve one or two minutes of full power operation followed by three or four minutes at lower power settings.

Table 2.3.7-5. Construction Equipment Noise Levels

Equipment List	Equivalent Federal Transit Administration Classification	Typical Sound Pressure Level (dBA) at 50 feet from source
Vibratory post driver	Pneumatic tool	85
Crawler tractors/dozer	Dozer	85
Dump, concrete, and tender trucks	Truck	88
Excavators	Backhoe	80
Forklifts/aerial lifts/booms	Crane, mobile	83
Generator/compressor	Air compressor/generator	81
Graders	Grader	85
Rollers/compactors	Roller	74
Scrapers	Scraper	89
Tractors/loaders/backhoes	Loader	85
Vibratory plate (handheld)	Compactor	82
Highway tractor	Scarifier	83
Flatbed truck	Truck	88
Water truck	Truck	88

Source: Federal Transit Administration, 2006.

The distance to the existing sensitive receptors for the proposed Project site are measured from the exterior proposed Project boundary only and not from individual construction projects/areas within the interior of the proposed Project site. The closest sensitive receptors in the vicinity of the seven sites are residences located approximately 50 feet to the north, east, south, and west of Site 1.

Construction would occur throughout the proposed Project site and would not be concentrated or confined in the area directly adjacent to these receptors. Normally, construction activities occur in small construction zones with noise emanating from the various points in the area. In several instances, the sensitive receptors located in the proposed Project area are shielded from the construction areas by existing on- and off-site buildings, soundwalls, and vegetation.

Pursuant to the *Municipal Codes* for the City of San Jose, Morgan Hill, and Santa Clara County, noise-related construction activities are exempt from code requirements between specific times of the day on weekdays and Saturday with no allowance on Federal holidays. Furthermore, vehicular traffic on US-101 would mask a majority of the construction noise that would be perceived by the nearby sensitive receptors.

Adherence to the *General Plans* goals and policies for the City of San Jose, Morgan Hill, and Santa Clara County*, Municipal Codes* for the City of San Jose, Morgan Hill, and Santa Clara County, construction hours complying with applicable local ordinances, compliance with Caltrans Standard Specifications Section 14 “Noise Ordinance” and Special Provisions S5-310 “Noise Control”, and with the incorporation of avoidance and/or minimization measures, requirements would minimize any impacts from construction noise and would ensure that impacts are reduced to a less than significant level. Furthermore, the sensitive receptors would not be exposed to continuous close-range construction noise. Future noise levels would not result in a

substantial increase in noise levels and would not approach or exceed the NAC. Therefore, potential abatement measures would not be necessary.

Construction-Related Vibration Impacts

Construction activities can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 25 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. Table 2.3.7-6, Typical Vibration Levels for Construction Equipment, identifies various vibration velocity levels for types of construction equipment that would operate during construction.

Table 2.3.7-6. Typical Vibration Levels for Construction Equipment

Equipment	Approximate Ground Velocity in Decibels at 25 feet (inches/second)	Approximate Ground Velocity in Decibels at 50 feet (inches/second)
Pile Driver (impact)	104	98
Large Bulldozer	87	81
Loaded Trucks	86	80
Jackhammer	79	73
Small Bulldozer	58	52

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines,* May 2006.

Notes: Root mean square amplitude ground velocity in decibels (VdB) referenced to 1 micro-inch/second.

Groundborne vibration would attenuate at a rate of approximately 6 vibration decibel (VdB) per doubling of distance. The groundborne vibration generated during construction activities would primarily impact existing sensitive uses that are located adjacent to or within the vicinity of specific projects. Based upon the information provided in Table 2.3.7-6, vibration levels could reach up to 87 VdB for typical construction activities (and up to 104 VdB if pile driving activities were to occur) at sensitive uses located within 25 feet of construction. Furthermore, the closest existing sensitive receptors in the vicinity of the seven sites are residences located 50 feet to the north, east, south, and west of Site 1. Therefore, impacts to the generation and/or exposure of persons or structures to excessive groundborne vibration would be less than significant.

LONG TERM IMPACTS

Impacts from the proposed Project at each of the seven sites would be the same and therefore are discussed in the paragraphs below as a whole and are not broken out by site.

Operational Noise Impacts

The proposed PV solar power systems would not interfere with traffic flow function, increase traffic volumes, or result in roadway modifications. All PV solar power systems and fences would be installed with an adequate setback from the roadways and ramps for standard sight distances as required by Section 201 "Sight Distance" of the Department's Highway Design Manual. Additionally, fences or other fixed objects associated with the solar facilities would be placed outside the Clear Recovery Zone (CRZ), as defined by the Highway Design Manual. At locations considered to have a high potential for vehicle collisions (Sites 2, 3, 4, 5, 6, and 7), metal beam guardrails would be used to provide added safety for motorists. Furthermore, the system is scalable in the event that future demands would require the proposed Project site to be cleared for transportation improvements, at which time the project would be reviewed under separate future environmental assessments.

While the proposed Project would largely be self-sufficient upon completion of construction, periodic trips would be necessary for proposed Project employees to monitor and report the performance of the proposed Project, inspect and replace the equipment, conduct preventative and corrective maintenance, and maintain the security of the proposed Project site. Nighttime maintenance activities (such as replacement of equipment and maintenance to the solar panels that cannot be made to the PV solar power systems while they are generating power) may occur but would be intermittent and would not have any significant noise impacts at any noise-sensitive receptors.[3]

The tilt of the flat-plate PV solar arrays would be 25 degrees with an approximate orientation of 200 degrees (20 degrees west of south) with a maximum height of 11 feet producing minimal traffic noise reflectivity. The solar panels would be installed individually in separate rows on steel racking to produce less sound reflection. Additionally, the proposed Project site does not include tracking drive motors. With implementation of the proposed Project, some portions of the interchange would change from a soft site to a hard site. A soft site attenuates traffic noise at a 4.5 dBA per doubling distance, while a hard site attenuates traffic noise at 3.0 dBA per doubling distance. However, this would not significantly alter noise in the area due to the distance between the proposed Project area and sensitive receptors.

NO BUILD ALTERNATIVE

Under the No Build Alternative, the PV solar power systems would not be constructed and the ROW areas at the seven sites would remain unchanged. Therefore, no impacts related to noise and vibration would occur.

[3] Maintenance and repair activities to the actual solar panels (i.e., cleaning or replacing) must be done during non-power generating hours, such as early morning or later evening when the sunlight does not hit the panels. Some activities may take longer than others (i.e., cleaning panels versus replacing panels) and therefore some nighttime activities may occur.

2.3.7.4 Avoidance and/or Minimization Measures

Implementation of the following measures related to noise and vibration (NOI) impacts would reduce or eliminate the adverse effects of the proposed Project:

NOI-1: Prior to Grading Permit issuance, the Applicant shall implement the following:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers; placing construction equipment such that emitted noise is directed away from sensitive noise receivers; and other temporary noise attenuation devices (i.e., fences).

- Property occupants located immediately adjacent to the Project site boundary shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the proposed Project. A sign, legible at a distance of 50 feet, shall also be posted at the Project construction site. All notices and signs shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.

- The Applicant shall comply with Caltrans Standard Specifications Section 14 “Noise Ordinance” and Special Provisions S5-310 “Noise Control” requirements.

2.4 Biological Environment

2.4.1 NATURAL COMMUNITIES

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act (FESA) are discussed below in Section 2.4.4, Threatened and Endangered Species. Wetlands and other waters are not present within any of the seven sites that make up the proposed Project, and are discussed above in Section 2.1, Environmental Issues with No Impact.

2.4.1.1 Affected Environment

A Natural Environment Study (NES) and No Effect Determination were prepared for the proposed Project by Live Oak Associates, Inc., in June 2011. The proposed Project area consists of seven sites, all within operating right-of-way (ROW) along US-101 from PM 29.0 south to PM 10.3, in Santa Clara County. Sites 1 through 7 consist of annual grasslands dominated by non-native grasses and forbs. Grasslands subject to higher disturbance displayed a more ruderal character but still supported the same suite of species as less disturbed sites. None of the seven sites are within oak woodlands, riparian forest, riparian scrub, or maritime succulent scrub.

Site 3 contains soils from the Maxwell Series (McB) which are considered biologically sensitive as it is a serpentine soil. Serpentine soils could support species uniquely adapted to serpentine conditions. Site 5 contains San Ysidro Series (SdA) soils, which are considered hydric and could ultimately support the growth of hydrophytic vegetation. No naturally occurring hydrological resources were present at Site 5, even with the hydric soils present.

To date, there are no adopted habitat conservation plans that cover the proposed Project. The City of San Jose and several partner agencies, including the County of Santa Clara, the Santa Clara Valley Water District, and the Santa Clara Valley Transit Authority (VTA) are in the process of developing a multi-species Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) for the Santa Clara Valley (SCV). The HCP/NCCP has yet to be adopted and is currently non-operational. The HCP/NCCP public review period ended on April 18, 2011 and certification of the SCV HCP/NCCP is anticipated for mid to late 2011.

SITE 1

Site 1 consists of two fields totaling approximately 9.2 acres on either side of US-101, each bisected with a berm. Topographically, the site is relatively level. The nearest PV solar power system structures would be located approximately 500 feet west of Coyote Creek. The interconnect point would be located within City of San Jose ROW, on the east side of Coyote Drive, approximately 100 feet west of Coyote Creek. One

biotic habitat, classified as “California annual grassland/ruderal field” was identified at this location. The site contained annual grasslands dominated by non-native grasses and forbs. Site 1 supports mature trees, including coast live oak, valley oak, coast redwood (*Sequoia sempervirens*), walnut (*Juglans* sp.), pine (*Pinus* sp.), and Deodar cedar (*Cedrus deodara*).

SITE 2

Site 2 consists of three fields totaling approximately 14.7 acres that is topographically relatively level. One biotic habitat, classified as “California annual grassland/ruderal field” was identified at this location. Site 2 supports mature trees, including coast live oak, valley oak, coast redwood (*Sequoia sempervirens*), walnut (*Juglans* sp.), pine (*Pinus* sp.), and Deodar cedar (*Cedrus deodara*).

SITE 3

Site 3 consists of four fields totaling approximately 13.0 acres. All four fields are relatively level. One biotic habitat, classified as “California annual grassland/ruderal field” was identified at this location. In addition, Site 3 supported two small populations (i.e., less than approximately 1,500 sq. ft. each) of foothill plantain (*Plantago erecta*), a species commonly found in serpentine soils, in the two fields on the northeast side of US-101. No mature trees were present on-site.

Site 3 has two fields on the east side of US-101 that are located outside critical habitat designated by the U.S. Fish and Wildlife Service (USFWS) for the Bay checkerspot butterfly (*Euphydryas editha bayensis)*. Site 3 is underlain by serpentine soils and, therefore, was evaluated for its suitability as Bay checkerspot butterfly (*Euphydryas editha bayensis)* habitat. Bay checkerspot butterflies require low-growing, open serpentine habitats that support their host plant, foothill plantain (*Plantago erecta)*, at a density of at least 300 individuals per square meter on north-facing slopes, typically within a total habitat size of at least four acres. Bay checkerspot butterfly (*Euphydryas editha bayensis)* populations commonly occur at elevations between 500 and 1,300 feet.

Site 3 has the potential to also support the following special status plant species: Tiburon paintbrush (*Castilleja affinis* ssp. *Neglecta),* Metcalf canyon jewel-flower (*Streptanthus albidus* ssp. *Albidus)*, big-scale balsamroot (*Balsamorhiza macrolepis* var. *macrolepis)*, fragrant fritillary (*Fritillaria liliacea)*, woodland woollythreads (*Monolopia gracilens),* and most beautiful jewel-flower (*Streptanthus albidus* ssp. *Peramoenus) (*refer to Section 2.4.2, Plant Species, for more information).

SITE 4

Site 4 consists of three fields totaling approximately 5.5 acres. Topographically, the site is relatively level. One biotic habitat, classified as “California annual grassland/ruderal field” was identified at this location. Site 4 supports mature trees, including coast live oak, valley oak, coast redwood (*Sequoia sempervirens*), walnut (*Juglans* sp.), pine (*Pinus* sp.), and Deodar cedar (*Cedrus deodara*).

SITE 5

Site 5 consists of three fields totaling approximately 6.3 acres. Topographically, the site is relatively level. One biotic habitat, classified as "California annual grassland/ruderal field" was identified at this location. Site 5 supports mature trees, including coast live oak, valley oak, coast redwood (*Sequoia sempervirens*), walnut (*Juglans* sp.), pine (*Pinus* sp.), and Deodar cedar (*Cedrus deodara*).

SITE 6

Site 6 consists of four fields totaling approximately 6.2 acres. Topographically, the site is relatively level. One biotic habitat, classified as "California annual grassland/ruderal field" was identified at this location. Trees on-site were primarily valley oak (*Quercus lobata*) and coast live oak (*Quercus agrifolia*) saplings.

SITE 7

Site 7 consists of four fields totaling approximately 9.7 acres. Topographically, the site is relatively level. One biotic habitat, classified as "California annual grassland/ruderal field" was identified at this location. Trees on-site tress were primarily valley oak (*Quercus lobata*) and coast live oak (*Quercus agrifolia*) saplings.

VEGETATION TYPES

All seven sites support a similar vegetative palette. Most of the sites were unmowed, while the southwest quadrant at Site 3 and the northwest and southwest quadrants at Site 5 had been filled with large dirt/asphalt piles or graded to accommodate construction or transportation projects. All of the sites where the habitat remained intact consisted of annual grasslands dominated by nonnative grasses and forbs. Grasslands subject to higher disturbance displayed a more ruderal (i.e., disturbed) character but still supported the same suite of species as less disturbed sites. Grasses occurring on all seven sites were primarily of European descent and included wild oats (*Avena fatua*), soft chess (*Bromus hordeaceus*), ripgut brome (*Bromus diandrus*), Italian ryegrass (*Lolium multiflorum*), and foxtail barley (*Hordeum murinum*). Forbs observed included purple salsify (*Tragopogon porrifolius*), yellow star thistle (*Centaurea solstitialis*), Italian thistle (*Carduus pycnocephalus*), prickly lettuce (*Lactuca serriola*), summer mustard (*Hirschfeldia incana*), wild radish (*Raphanus sativus*), field bindweed (*Convolvulus arvensis*), English plantain (*Plantago lanceolata*), and curly dock (*Rumex crispus*). Native forbs observed on the sites include California poppy (*Eschscholzia californica*), narrowleaf milkweed (*Asclepias fascicularis*), and Spanish lotus (*Lotus purshianus*).

Shrubs were sparse on the seven sites but, where present, were generally limited to coyote brush (*Baccharis pilularis*) and Himalayan blackberry (*Rubus discolor*). Coyote brush was more prevalent on the overpass slopes outside of the development footprints. Shallow swales transected most of the sites. These features supported the same herbaceous species as the surrounding upland habitats. Ornamental landscape trees such as crape myrtle (*Lagerstroemia indica*), Orange County ash (*Fraxinus uhdei*), and Chinese elm (*Ulmus parvifolia*) had also been planted on some of the sites.

WILDILFE

With the exception of Site 3, the grasslands occurring on the sites are bounded by major traffic throughways and surrounded by agriculture and urban development, which would limit their value for terrestrial vertebrates. Larger mammals such as coyotes (*Canis latrans*) and gray foxes (*Urocyon cinereoargenteus*) may occasionally move through Site 3, particularly in the fields northeast of US-101, due to its close proximity to open space lands immediately northeast of the site, but would generally not be expected to be found on the remaining sites.

All seven sites provide suitable cover for reptiles such as the western fence lizard (*Sceloporus occidentalis*), which were observed. Although no stick nests were observed, raptors that could also forage over the sites or nest in the large trees include the turkey vulture (*Cathartes aura*) and red-tailed hawk (*Buteo jamaicensis*), both of which were seen flying over the sites. Other birds seen foraging over the sites or perching in trees on the sites include the rock pigeon (*Columba livia*), western scrub-jay (*Aphelocoma californica*), cliff swallow (*Petrochelidon pyrrhonota*), northern mockingbird (*Mimus polyglottos*), and house finch (*Carpodacus mexicanus*). California ground squirrels (*Spermophilus beecheyi*) and their burrows, as well as Botta's pocket gopher (*Thomomys bottae*) burrows, were present on all of the sites. A feral housecat (*Felis catus*) was seen on Site 7.

While the California red-legged frog (CRLF) (*Rana draytonii) and* Western pond turtle *(Emys marmorata)* have been documented within approximately 0.5 miles of Site 3, they would need to travel through unsuitable habitat in order to reach the site, which itself is unsuitable habitat for the species. The nearest CRLF sighting was in 2003, approximately 0.35 miles south of Site 3, at the quarry pits that are now a part of the Coyote Creek Parkway and just south of the Coyote Creek Trail. Upland habitat between the quarry pits and the site includes a greater than 50-percent slope with an elevation gain of approximately 40 feet immediately north of the trail. A reach of Coyote Creek runs through the field; no CRLFs have been documented along this reach. The upland habitat becomes more ruderal in character between the creek and Site 3. Site 3 is not presently upland habitat for CRLF. The site has been degraded by construction associated with modifications to US-101 over the years. The well traveled (i.e., paved) roads, including the on- and off-ramps to Coyote Creek Golf Drive and US-101, would be considered a barrier to any CRLF overland movements because of the extensive traffic on US-101 and connected roadways, and the quality and character of the ROW themselves would not be considered an attractant to CRLF. For further detail pertaining to the CRLF, refer to Section 2.4.3, Animal Species.

MOVEMENT CORRIDORS

The importance of an area as a movement corridor or landscape linkage is species- and landscape-specific. Animal movements generally can be divided into three major behavioral categories:

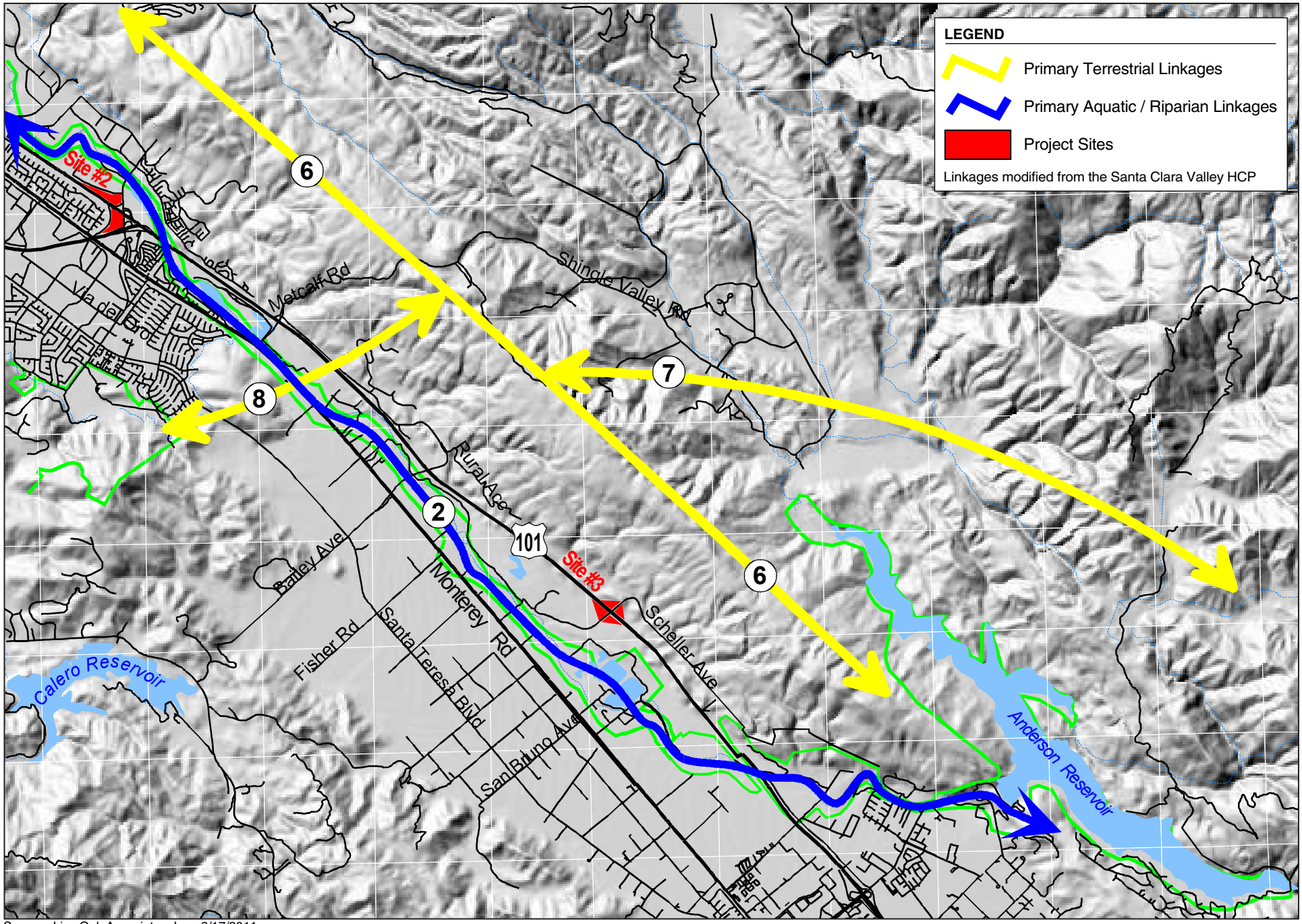
- Movements within a home range or territory;
- Movements during migration; and
- Movements during dispersal.

While no detailed study of animal movements has been conducted for this proposed Project, knowledge of the seven sites, their habitats, and the ecology of the species potentially occurring on or adjacent to the seven sites permits sufficient predictions about the types of movements occurring in the region and whether or not placing PV solar power systems at these seven locations —which are either completed bounded by dense development and high-speed roads or, in the case of some sites like Site 3 (Coyote Creek Golf Drive), completely bounded by high-speed roads such as freeway on- and off-ramps, US-101 and access roads– would constitute a significant impact to regional movement patterns of wildlife species.

Site 1 does not consist of a typical cloverleaf, but is vacant land that had at one time been slated for the extension of Branham Lane over US-101. The area west of US-101 is bounded by dense residential development on three sides and US-101 on its eastern boundary. Sites 2, 4, 5, 6, and 7 are contained within a traditional freeway cloverleaf structure, surrounded by dense residential or commercial development. Site 3 consists of a traditional cloverleaf; however it does occur in a portion of the County where the habitat (i.e., annual grassland) on the site is visually similar to the open space habitats adjacent to it.

The draft Santa Clara Valley Habitat Plan (2010) has developed a regional conservation strategy for a reserve design that explicitly integrates landscape linkages. Figure 2.4.1-1, Habitat Linkages, identifies those landscape linkages near Sites 2 and 3 that the Santa Clara Valley Habitat Plan determined to be integral to reserve design. In addition, the CDFG (2006) identified a number of culverts underneath US-101 from south of US-85 in south San Jose to Cochrane Road in Morgan Hill that have either documented use by wildlife or the potential for use. The Santa Clara Valley Habitat Plan identifies a linkage that connects the east and west side of US-101 near Metcalf Canyon on the east and Tulare Hills on the west. Other linkages occur along Coyote Creek and along Coyote Ridge east of Site 3.

The Department provided Live Oak Associates with additional information regarding roadkill data along US-101 within the vicinity of these seven sites. A total of 19 road-kill records were reported for an approximately two-year period of time. These unprocessed data show that Sites 1 and 4 have experienced slightly greater numbers of road kill incidents than others. These data, however, are collected as lists of animals identified along a one-mile-stretch of highway as reported by Department environmental maintenance staff. No road-kill records were reported near Site 3. Statistically, not much can be said about the distribution or frequency of vehicle strikes given the small number of records reported for this approximately two-year period of time. It is reasonable to conclude that no hotspot (i.e., area of high concentration of road mortality) was identified during this period, assuming that these data represent the sum total or near sum total of vehicle strikes along this stretch of US-101.



Source: Live Oak Associates, Inc., 3/17/2011

0 1 2 miles
APPROXIMATE

SOLAR HIGHWAYS PILOT PROJECT • IS/MND • EA 04-OR00D2-3JUL2

Habitat Linkages

3/23/11 JN 40-100418-17357 MAS

Figure 2.4.1-1

2.4.1.2 Environmental Consequences

BUILD ALTERNATIVE

SITE 1

Grading activities would disturb soils and result in the accumulation of dust on the surface of the leaves of trees and shrubs. The respiratory function of the plants in the area would be impaired when dust accumulation is excessive. The indirect effect of construction of the proposed Project on the native vegetation in the immediate vicinity of the construction area is not considered to adversely affect native vegetation, because it would not reduce plant populations below self-sustaining levels. No habitats that could support special status species are present at Site 1.

Given the urban matrix that surrounds Site 1, it clearly does not function as a movement corridor, even a severely constrained one. US-101 forms the western boundary of the vacant land on the eastern side of Site 1 with residential development occurring on the north and southern boundary. The site narrows and opens onto Coyote Road to the east, which borders Coyote Creek. This parcel is an open space cul-de-sac; any animal that moves onto the eastern portion of Site 1, east of US-101, has to exit the way it came, as this area is completely separated from any suitable or even marginal suitable habitat for wildlife. The proposed Project would have a less than significant impact on migration corridors at this site.

SITE 2

Grading activities would disturb soils and result in the accumulation of dust on the surface of the leaves of trees and shrubs. The respiratory function of the plants in the area would be impaired when dust accumulation is excessive. The indirect effect of construction of the proposed Project on the native vegetation in the immediate vicinity of the construction area is not considered to adversely affect native vegetation, because it would not reduce plant populations below self-sustaining levels. No habitats that could support special status species are present at Site 2.

It is important to note that Site 2 is contained within a traditional freeway cloverleaf structure, surrounded by dense residential or commercial development. Therefore, the placement of PV solar power systems at this site would be completely within an area demarcated by high-speed on- and off-ramps, US-101 and busy access roads crossing US-101. This area also falls within densely developed regions of Santa Clara County. While Site 2 is not completely devoid of wildlife use, it tends to be used or inhabited by volant (i.e., flying) species or small mammals or common herptiles. Site 2 does not provide important habitat for any regional wildlife species nor could it be considered an important stopover or stepping stone area permitting migrating or dispersing wildlife species to access more suitable habitat patches regionally. The proposed Project would have a less than significant impact on migration corridors at this site.

SITE 3

Grading activities would disturb soils and result in the accumulation of dust on the surface of the leaves of trees and shrubs. The respiratory function of the plants in the area would be impaired when dust accumulation is excessive. The indirect effect of

construction of the proposed Project on the native vegetation in the immediate vicinity of the construction area is not considered to adversely affect native vegetation, because it would not reduce plant populations below self-sustaining levels.

Site 3 consists of habitat (i.e., annual grassland) that is visually similar to the open space habitats adjacent to it. The four grassland habitat patches demarcated by the high speed on- and off-ramps, US-101 and the access road provide, at best, limited habitat for a few common small mammals and herptiles. Relatively common avian species would occasionally forage within the limited grasslands patches. Non-volant species that move to and from these small grassland patches bounded completely within these high-speed roadways have a substantially increased likelihood of succumbing to vehicular trauma (Live Oak Associates, 2011). These small grassland habitats within the cloverleaf are ecological sinks, or a detriment to the wildlife that cross into or out of them. They are essentially a dead-end, as they are not part of any defined linkage or pathway, nor should they ever be considered part of one. The proposed Project would have a less than significant impact on migration corridors at this site.

The two foothill plantain populations on the northeast side of US-101 within Site 3 would not be considered suitable habitat for the Bay checkerspot butterfly because they are individually and collectively less than 5,000 square feet in area, far smaller than the host plant area (i.e., four acres, or 172,200 square feet). In addition, this species occurs in an area at approximately 360 feet elevation, which is below the low end of the species' elevation requirements. All California Natural Diversity Data Base (CNDDB)-documented occurrences of this species within three miles of the site are at least 100-150 feet higher than the elevation of Site 3. No evidence of the species' secondary host plant, purple owl's clover, was observed on the site. Additionally, the two populations are smaller than the four-acre patch size utilized by the Bay checkerspot butterfly and are isolated from other host plant populations by Coyote Creek Golf Drive, US-101, and associated ingress/egress roads. Additionally, Site 3 occurs at an elevation (350 feet) well below the low end of this species' elevation requirements. This, along with the small patch size of these foothill plantain populations, their isolation from larger populations, and the disturbed quality of the overall habitat of Site 3, would preclude the presence of the Bay checkerspot butterfly (Live Oak Associates 2011). Therefore, the loss of potential habitat would be considered less-than-significant.

SITE 4

Grading activities would disturb soils and result in the accumulation of dust on the surface of the leaves of trees and shrubs. The respiratory function of the plants in the area would be impaired when dust accumulation is excessive. The indirect effect of construction of the proposed Project on the native vegetation in the immediate vicinity of the construction area is not considered to adversely affect native vegetation, because it would not reduce plant populations below self-sustaining levels. No habitats that could support special status species are present at Site 4.

It is important to note that Site 4 is contained within a traditional freeway cloverleaf structure, surrounded by dense residential or commercial development. Therefore, the placement of PV solar power systems at this site would be completely within an area demarcated by high-speed on- and off-ramps, US-101 and busy access roads crossing

US-101. This area also falls within densely developed regions of Santa Clara County. While Site 4 is not completely devoid of wildlife use, it tends to be used or inhabited by volant (i.e., flying) species or small mammals or common herptiles. Site 4 does not provide important habitat for any regional wildlife species nor could it be considered an important stopover or stepping stone area permitting migrating or dispersing wildlife species to access more suitable habitat patches regionally. The proposed Project would have a less than significant impact on migration corridors at this site.

SITE 5

Grading activities would disturb soils and result in the accumulation of dust on the surface of the leaves of trees and shrubs. The respiratory function of the plants in the area would be impaired when dust accumulation is excessive. The indirect effect of construction of the proposed Project on the native vegetation in the immediate vicinity of the construction area is not considered to adversely affect native vegetation, because it would not reduce plant populations below self-sustaining levels. No habitats that could support special status species are present at Site 5.

It is important to note that Site 5 is contained within a traditional freeway cloverleaf structure, surrounded by dense residential or commercial development. Therefore, the placement of PV solar power systems at this site would be completely within an area demarcated by high-speed on- and off-ramps, US-101 and busy access roads crossing US-101. This area also falls within densely developed regions of Santa Clara County. While Site 5 is not completely devoid of wildlife use, it tends to be used or inhabited by volant (i.e., flying) species or small mammals or common herptiles. Site 5 does not provide important habitat for any regional wildlife species nor could it be considered an important stopover or stepping stone area permitting migrating or dispersing wildlife species to access more suitable habitat patches regionally. The proposed Project would have a less than significant impact on migration corridors at this site.

SITE 6

Grading activities would disturb soils and result in the accumulation of dust on the surface of the leaves of trees and shrubs. The respiratory function of the plants in the area would be impaired when dust accumulation is excessive. The indirect effect of construction of the proposed Project on the native vegetation in the immediate vicinity of the construction area is not considered to adversely affect native vegetation, because it would not reduce plant populations below self-sustaining levels. No habitats that could support special status species are present at Site 6.

It is important to note that Site 6 is contained within a traditional freeway cloverleaf structure, surrounded by dense residential or commercial development. Therefore, the placement of PV solar power systems at this site would be completely within an area demarcated by high-speed on- and off-ramps, US-101 and busy access roads crossing US-101. This area also falls within densely developed regions of Santa Clara County. While Site 6 is not completely devoid of wildlife use, it tends to be used or inhabited by volant (i.e., flying) species or small mammals or common herptiles. Site 6 does not provide important habitat for any regional wildlife species nor could it be considered an important stopover or stepping stone area permitting migrating or dispersing wildlife species to access more suitable habitat patches regionally. The proposed Project would have a less than significant impact on migration corridors at this site.

SITE 7

Grading activities would disturb soils and result in the accumulation of dust on the surface of the leaves of trees and shrubs. The respiratory function of the plants in the area would be impaired when dust accumulation is excessive. The indirect effect of construction of the proposed Project on the native vegetation in the immediate vicinity of the construction area is not considered to adversely affect native vegetation, because it would not reduce plant populations below self-sustaining levels. No habitats that could support special status species are present at Site 7.

It is important to note that Site 7 is contained within a traditional freeway cloverleaf structure, surrounded by dense residential or commercial development. Therefore, the placement of PV solar power systems at this site would be completely within an area demarcated by high-speed on- and off-ramps, US-101 and busy access roads crossing US-101. This area also falls within densely developed regions of Santa Clara County. While Site 7 is not completely devoid of wildlife use, it tends to be used or inhabited by volant (i.e., flying) species or small mammals or common herptiles. Site 7 does not provide important habitat for any regional wildlife species nor could it be considered an important stopover or stepping stone area permitting migrating or dispersing wildlife species to access more suitable habitat patches regionally. The proposed Project would have a less than significant impact on migration corridors at this site.

CUMULATIVE PROPOSED PROJECT

The proposed Project would result in the loss of predominantly non-native grasslands and ruderal fields that provide limited potential to support populations of special status species. The proposed Project, when thought of in its entirety, would have similar effects as those discussed above on a site specific basis. Therefore the cumulative proposed Project impacts would be the same as those discussed for the site specific impacts. Impacts would be less than significant.

In addition, Sites 1 through 7 do not presently function as a landscape linkage or movement corridor for the region's wildlife. Placing PV solar power systems on any of these sites would not result in substantial adverse affects on regional wildlife movement corridors, as none of these sites are part of any landscape linkage that facilitates regional wildlife movements. This proposed Project would also not compromise any nearby or adjacent landscape linkages, as development of the PV solar power systems would be completely sited within an existing ROW, with the exception of Site 2. In fact, these sites consists of small, fragmented habitat patches that are best characterized as ecological sinks, as they are surrounded by dense development and high-speed roads. A side benefit of the proposed Project would be the fencing of these patches that would discourage their use by medium to large mammals, thereby reducing stress on the region's wildlife. Therefore impacts are less than significant.

NO BUILD ALTERNATIVE

Under the No Build Alternative, the PV solar power systems would not be constructed and the ROW areas at the seven sites would remain unchanged. Therefore, no impacts related to natural communities would occur.

2.4.1.3 Avoidance and/or Minimization Measures

The proposed Project would not result in adverse impacts related to natural communities. Therefore, no avoidance and/or minimization measures are required.

2.4.2 PLANT SPECIES

2.4.2.1 Regulatory Setting

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) share regulatory responsibility for the protection of special-status plant species. “Special-status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are afforded varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Please see the Section 2.4.4, Threatened and Endangered Species, in this document for detailed information regarding these species.

This section of the document discusses all the other special-status plant species, including CDFG fully protected species and species of special concern, USFWS candidate species, and non-listed California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at United States Code 16 (USC), Section 1531, et seq. See also 50 CFR Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Department projects are also subject to the Native Plant Protection Act, found at Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act, Public Resources Code, Sections 2100-21177.

2.4.2.2 Affected Environment

The following is based on information provided in the Natural Environment Study (NES) prepared by Live Oak Associates, Inc. in March 2011 for the proposed Project. Field surveys of Sites 1 through 7 were conducted on August 9 and 11, 2010, October 2010, and March 2011.

A search of published accounts for all relevant special status plant species was conducted for the San Jose East, Santa Teresa Hills, Morgan Hill, Mt. Madonna, and Gilroy USGS 7.5” quadrangles in which the seven sites occur, and for the sixteen surrounding quadrangles (San Jose West, Milpitas, Calaveras Reservoir, Mt. Day, Lick Observatory, Isabel Valley, Mt. Sizer, Mississippi Creek, Gilroy Hot Springs, San Felipe, Chittenden, Watsonville East, Watsonville West, Loma Prieta, Laurel, and Los Gatos) using the California Natural Diversity Data Base (CNDDB) Rarefind (CDFG 2011). All species listed as occurring in these quadrangles and as California Rare Plant Ranks 1A, 1B, 2, 3, or 4 were also reviewed. Based on this research, five plants are listed as Threatened or Endangered under the State and/or Federal Endangered Species Act, and are potentially occurring or known to occur in the area of Sites 1

through 7. In addition, 64 plants are listed as other special status plants listed by the California Native Plant Society (CNPS) (California Native Plant Society [CNPS], 2010), and are potentially occurring or known to occur in the area of Sites 1 through 7. Seventeen special status plant species have the potential to occur on the seven sites.

Protocol-level surveys were not completed for special status plant species on any of the seven proposed Project sites. However, the reconnaissance-level survey of each site was completed at a level of effort sufficient to determine that no suitable habitat is present on Sites 1, 2, 4, 5, 6, and 7 for special status plant species that are known to occur in the proposed Project vicinity.

Tiburon paintbrush (*Castilleja affinis* ssp. *Neglecta)* and Metcalf canyon jewel-flower *(Streptanthus albidus* ssp. *Albidus)*, along with the other four species (big-scale balsamroot (*Balsamorhiza macrolepis* var. *macrolepis)*, fragrant fritillary (*Fritillaria liliacea)*, woodland woollythreads (*Monolopia gracilens),* smooth lessingia (*Lessingia micradenia* var. *glabrata*), and most beautiful jewel-flower (*Streptanthus albidus* ssp. *Peramoenus)*), have the California Rare Plant Rank (CRPR) 1B ("Plants rare, threatened or endangered in California and elsewhere"). Focused rare plant surveys were conducted at Site 3 on October 2010, March 2011, and May 2011. .Smooth lessingia was identified to occur on-site; however, no other special status plan species, including federal or state threatened or endangered species are present on Site 3.

TREES

Trees were present at all seven proposed Project sites and nearly all appear to have been planted. A tree survey conducted on the proposed Project sites in October 2010 indentified a total of 331 trees. The majority of the trees were determined to be in good to fair condition and the majority of the trees are not native to the region. Table 2.4.2-1, TREE SURVEY RESULTS, provides a summary of the trees present within each site.

Table 2.4.2-1. Tree Survey Results

Site	Total Trees On-Site	Dominant Tree Type
1	87	Coast Live Oak
2	140	Shamel Ash
3	2	Valley Oak
4	81	Deodar Cedar
5	9	Valley Oak
6	2	California Pepper and Horsetail Tree
7	10	Siberian Elm

Source: Live Oak Associates June 2011.

2.4.2.3 Environmental Consequences

BUILD ALTERNATIVE

Sites 1 through 7

The proposed Project would result in the loss of predominantly non-native grasslands and ruderal fields that provide limited potential to support populations of special status

plant species at Sites 1, 2, 4, 5, 6, and 7. Site 1 does not have the potential to support special status plant species.

Based on site surveys, only Site 3 has the potential to support any special status plant species. Tiburon paintbrush and Metcalf canyon jewel-flower are both listed as federally endangered, and Tiburon paintbrush is also state-listed as a threatened species. These two species, along with big-scale balsamroot, fragrant fritillary, woodland woollythreads, smooth lessingia, and most beautiful jewel-flower, have the California Rare Plant Rank (CRPR) 1B ("Plants rare, threatened or endangered in California and elsewhere"). Focused rare plant surveys were conducted on October 12, 2010, March 17, 2011, and May 31, 2011. No federal or State special status plant species, including federal or State threatened or endangered species, are present on Site 3.

The focused rare plant surveys conducted at Site 3 identified a population of smooth lessingia, consisting of 500 individuals, located in the northeast quadrant of the proposed Project site. To date, 34 occurrences of smooth lessingia have been reported to the CNDDB. Seventeen occurrences have been reported within six miles of Site 3 since 2000, and it is expected that unreported populations of smooth lessingia have been found in the region as well. Numerous populations ranging from a few hundred to thousands of individuals have been found at Kirby Canyon on Coyote Ridge; the Kalana Hills; on Santa Clara County parklands, including Almaden Quicksilver, Santa Teresa, and County Motorcycle Park; and on other open space parcels owned by the Santa Clara County Open Space Authority (Live Oak Associates, 2011). This species is not uncommon in disturbed areas; several populations of smooth lessingia were found along the ingress/egress roads to US-101 at Site 3, outside of the site boundaries. Given the disturbed character of Site 3 and the numerous and larger populations of smooth lessingia in the region, many of which are permanently protected on County Park and Open Space Authority lands, impacts to smooth lessingia on Site 3 would be less than significant.

Tree removal would occur in association with the proposed Project and is summarized in Table 2.4.2-2, TREE REMOVAL BY SITE. A total of 254 trees would be removed from the seven proposed Project sites. Removal of trees would require compensation at replacement-to-removal ratios as required by the State. Avoidance and minimization measures would keep impacts to a less than significant level.

Table 2.4.2-2. Tree Removal by Site

Site	Trees onsite	Native Tree Removal				Non-Native Trees		Total removed trees	Total replacement trees
		To be removed, ≥ 6" DBH	Replacement trees required for ≥ 6" DBH (3:1 ratio)	To be removed, < 6" DBH	Replacement trees required for < 6" DBH (1:1 ratio)	To be removed, all sizes	Replacement trees required (1:1 ratio)		
1	87	7	21	1	1	26	26	**34**	**48**
2	140	13	39	0	0	110	110	**123**	**149**
3	2	0	0	2	2	0	0	**2**	**2**
4	81	3	9	2	2	71	71	**76**	**82**
5	9	1	3	3	3	5	5	**9**	**11**

Table 2.4.2-2 (Continued). Tree Removal by Site

Site	Trees onsite	Native Tree Removal				Non-Native Trees		Total removed trees	Total replacement trees
		To be removed, ≥ 6" DBH	Replacement trees required for ≥ 6" DBH (3:1 ratio)	To be removed, < 6" DBH	Replacement trees required for < 6" DBH (1:1 ratio)	To be removed, all sizes	Replacement trees required (1:1 ratio)		
6	2	0	0	0	0	1	1	**1**	**1**
7	10	0	0	1	1	8	8	**9**	**9**
TOTAL	**331**	**24**	**72**	**9**	**9**	**221**	**221**	**254**	**302**

Source: Live Oak Associates, June 2011.

Grading activities at each of the seven sites would disturb soils and result in the accumulation of dust on the surface of the leaves of trees, shrubs, and herbs. The respiratory function of the plants in the area would be impaired when dust accumulation is excessive. The indirect effect of proposed Project construction on the vegetation in the immediate vicinity of the construction area would not reduce the plant population below self-sustaining levels.

CUMULATIVE PROPOSED PROJECT

The proposed Project would result in the loss of predominately non-native grasslands and ruderal fields that provide limited potential to support populations of special status plant species. Based on the site surveys for the proposed Project, Site 3 supports one special status plant species; however, because of the disturbed character of Site 3 and the numerous and larger populations of smooth lessingia in the region, many of which are permanently protected on County Park and Open Space Authority lands, impacts to smooth lessingia on Site 3 would be less than significant. Therefore, the habitat present within the proposed Project's seven sites would not represent important habitat for special status plant species. The proposed Project would result in the removal of a total of 254 trees; however, a replacement-to-removal ratio for replanting is required by the State. The proposed Project, in its entirety would result in a less than significant impact with incorporation of avoidance and minimization measures.

NO BUILD ALTERNATIVE

Under the No Build Alternative, the PV solar power systems would not be constructed and the ROW areas at the seven sites would remain unchanged. Therefore, no impacts related to plant species would occur.

2.4.2.4 Avoidance and/or Minimization Measures

Implementation of the following measures related to plant species (PLANT) impacts would reduce or eliminate the adverse effects of the proposed Project:

PLANT-1 To the maximum extent practicable, healthy trees shall be retained and protected during project construction. Trees that shall be retained within or near the proposed Project sites shall be protected following conditions of

Project approval. At a minimum, retained trees shall be protected during project build-out with the following measures:

- The Project proponent shall retain a consulting arborist prior to any ground disturbance activities. The consulting arborist shall develop a tree-protection plan outlining specific procedures to ensure that retained trees are protected during the construction phase.

- For retained trees in the immediate vicinity of construction or demolition areas, problems of soil compaction within the root zone resulting from heavy construction equipment need to be prevented. In order to minimize construction and demolition impacts to retained trees, barrier fencing shall be installed around the dripline of all retained trees or at the edge of construction areas. Any construction or demolition activities taking place within the dripline of retained trees shall be implemented by hand or with light equipment that does not cause severe soil compaction. All fencing shall remain in place throughout the construction phase of the Project.

- Any limb or root pruning to be conducted on retained trees shall be approved and supervised by the consulting arborist and shall follow best management practices developed by the International Society of Arboriculture.

- Supplemental irrigation, fertilizer, and mulch to retained trees shall be applied as determined by the consulting arborist.

PLNAT-2 All trees removed as a result of the proposed Project, regardless of their species or size, shall require the following replacement-to-removal ratios as set forth by the California Department of Transportation:

- 3:1 for native trees (i.e., trees native to the region) with a diameter at breast heath (diameter approximately 48 inches above natural grade) or DBH, of at least 6 inches.

- 1:1 for native trees with a DBH less than six inches

- 1:1 for non-native trees regardless of size.

Replacement trees shall be installed on-site if feasible, or off-site at an alternative site(s). Alternative sites may include, but would not be limited to, local parks, schools, or an adjacent property where such plantings can be utilized for screening purposes.

Replacement trees shall be replaced with the same native species or other native tree species approved by a certified arborist, and all non-native species will be replaced with a native species appropriate to the site. Planting stock should be collected locally (within approximately 5-miles of the tree replacement site) to the maximum extent possible in order to maintain genetic integrity of the native species to be replaced. Replacement plantings shall be completed during the period between September and

January to allow the tree to acclimate during the cooler and moister periods of the year.

If it is determined that the site lacks sufficient area to accommodate all of the replacement plantings and if alternative offsite locations are not available, then in-lieu fess shall be paid into local reforestation projects such as San Jose's Our City Forest program. Such donation will be equal to the cost of the required replacement trees, including associated installation costs, for off-site tree planting in the local community. A receipt for any such donation shall be provided to Caltrans Project Manager prior to the removal of the trees.

2.4.3 ANIMAL SPECIES

2.4.3.1 Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The US Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration (NOAA) Fisheries and the California Department of Fish and Game (CDFG) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the state or federal Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in Section 2.4.4, Threatened and Endangered Species, below. All other special-status animal species are discussed here, including CDFG fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the Fish and Game Code
- Section 4150 and 4152 of the Fish and Game Code

In addition to state and federal laws regulating impacts to wildlife, there are often local regulations (example: county or city) that need to be considered when developing projects. If work is being done on federal land (Bureau of Land Management [BLM] or Forest Service, for example), then those agencies' regulations, policies, and Habitat Conservation Plans are followed.

2.4.3.2 Affected Environment

The following is based on information provided in the Natural Environment Study (NES) and the No Effect Determination, prepared by Live Oak Associates, Inc. in June 2011. Field surveys of Sites 1 through 7 were conducted on August 9 and 11, 2010. Additional field surveys of Site 3 were completed on December 10, 2010.

A search of published accounts for all relevant special status animal species was conducted for the San Jose East, Santa Teresa Hills, Morgan Hill, Mt. Madonna, and Gilroy USGS 7.5" quadrangles in which the proposed Project sites occur, and for the sixteen surrounding quadrangles (San Jose West, Milpitas, Calaveras Reservoir, Mt. Day, Lick Observatory, Isabel Valley, Mt. Sizer, Mississippi Creek, Gilroy Hot Springs, San Felipe, Chittenden, Watsonville East, Watsonville West, Loma Prieta, Laurel, and Los Gatos) using the California Natural Diversity Data Base (CNDDB) Rarefind (CDFG 2011). Based on this research, nine animals (adapted from CDFG 2011 and USFWS 2010) are listed as Threatened or Endangered under the State and/or Federal Endangered Species Act, and are potentially occurring or known to occur in the proposed Project area. In addition, 26 animals (adapted from CDFG 2011 and USFWS 2010) are designated as California Protected Species and Species of Special Concern, and are potentially occurring or known to occur in the proposed Project area.

Site 3 has two fields on the east side of US-101 that are located outside critical habitat designated by the U.S. Fish and Wildlife Service (USFWS) for the Bay checkerspot butterfly (*Euphydryas editha bayensis)*. Site 3 is underlain by serpentine soils and, therefore, was evaluated for its suitability as Bay checkerspot butterfly (*Euphydryas editha bayensis)* habitat. Bay checkerspot butterflies require low-growing, open serpentine habitats that support their host plant, foothill plantain (*Plantago erecta)*, at a density of at least 300 individuals per square meter on north-facing slopes, typically within a total habitat size of at least four acres. Bay checkerspot butterfly (*Euphydryas editha bayensis)* populations commonly occur at elevations between 500 and 1,300 feet

According to the CNDDB, no Bay checkerspot butterfly occurrences have been documented within three miles of Sites 4, 5, and 7. Seven Bay checkerspont butterfly occurrences have been documented within three miles of Sites 1, 2, 3, and 6. All occurrences were on serpentine grasslands at elevations above all seven of the proposed Project sites. In addition, serpentine habitat is absent from Sites 1, 2, 4, 5, 6, and 7; therefore the Bay checkerspot butterfly does not occur on this sites.

Serpentine habitat is present at Site 3. Foothill plantain (*Plantago erecta*), the Bay checkerspot butterfly host plant, was present at the time of the August, October, and December 2010 field surveys at Site 3. The two foothill plantain populations on the northeast side of US-101 within Site 3 would not be considered suitable habitat for the Bay checkerspot butterfly because they are individually and collectively less than 5,000 square feet in area, far smaller than the host plant area (i.e., four acres, or 172,200 square feet) and are isolated from other host plant populations by Coyote Creek Golf Drive, US-101, and associated ingress/egress roads. All CNDDB-documented occurrences of this species within three miles of the site are at least 100-150 feet higher than the elevation of Site 3. Additionally, Site 3 occurs at an elevation (350 feet) well below the low end of this species' elevation requirements. No evidence of the species' secondary host plant, purple owl's clover, was observed on Site 3. This, along

with the small patch size of these foothill plantain populations, their isolation from larger populations, and the disturbed quality of the overall habitat of Site 3, would preclude the presence of the Bay checkerspot butterfly (Live Oak Associates 2011).

The white-tailed kites (*Elanus leucurus)* and burrowing owls (*Athene cunicularia)* have the potential to use the seven proposed Project sites for nesting. According to the CNDDB, nine burrowing owl occurrences have been documented within three miles of the seven proposed Project sites. All seven sites were visually inspected during the August 2010 survey; ground squirrel or other suitable-size burrows that could provide potential nesting habitat for the burrowing owl were present on all seven sites, but no burrowing owls or evidence of burrowing owl activity was detected on the sites.

The California red-legged frog (CRLF) *(Rana draytonii)* has the potential to be present within the seven proposed Project sites. According to the CNDDB, no California red-legged frog occurrences have been documented within three miles of Sites 1 and 7. Twenty-two CRLF occurrences have been documented within three miles of Sites 2 through 6. One occurrence is on the west side of US-101, approximately 0.3 miles southwest of Site 3. No aquatic habitats are present on any of the seven sites. Therefore, none of the seven sites support breeding habitat for CRLFs. With the exception of Site 3, all of the sites are surrounded by urban development and/or agriculture. Thus, CRLFs would have great difficulty accessing the sites due to the lack of connectivity between their habitat and the sites. None of the sites are located within USFWS-designated critical habitat for the CRLF.

The nearest CRLF sighting occurred in 2003, approximately 0.35 miles south of Site 3, at the quarry pits that are now a part of the Coyote Creek Parkway and just south of the Coyote Creek Trail. Upland habitat between the quarry pits and the site includes a greater than 50-percent slope with an elevation gain of approximately 40 feet immediately north of the trail. A reach of Coyote Creek runs through the field; no CRLFs have been documented along this reach. The upland habitat becomes more ruderal in character between the creek and Site 3. Site 3 is not presently upland habitat for CRLF. Site 3 has been degraded by construction associated with modifications to US-101 over the years. The ROW east of US-101 and south of the Coyote Creek Golf Drive consists of an unmowed, non-native grassland. The ROW on the north side of the drive (east and west of US-101) had less dense vegetation, was mowed, and could be described as ruderal in character; the ROW north of Coyote Creek Golf Drive and west of US-101 had miscellaneous debris piles of dirt and scattered concrete and rocks. The ROW west of US-101 and south of the Coyote Creek Golf Drive appeared to be a staging/storage area for construction, mostly consisting of a large stockpile of asphalt material. None of these ROWs supported aquatic resources. The well traveled (i.e., paved) roadways, including the on- and off-ramps to Coyote Creek Golf Drive and US-101, would be considered a barrier to any CRLF overland movements because of the extensive traffic on US-101 and connected roadways, and the quality and character of the ROWs themselves are not considered an attractant to CRLF.

All seven sites provide suitable cover for reptiles such as the western fence lizard (*Sceloporus occidentalis*), which were observed. Although no stick nests were observed, raptors that could also forage over the sites or nest in the large trees include the turkey vulture (*Cathartes aura*) and red-tailed hawk (*Buteo jamaicensis*), both of which were seen flying over the sites. Other birds seen foraging over the sites or

perching in trees on the sites include the rock pigeon (*Columba livia*), western scrub-jay (*Aphelocoma californica*), cliff swallow (*Petrochelidon pyrrhonota*), northern mockingbird (*Mimus polyglottos*), and house finch (*Carpodacus mexicanus*). No swallow nests are located on the sites themselves, but active cliff swallow nests are located under the Coyote Creek Golf Drive overpass at Site 3. California ground squirrels (*Spermophilus beecheyi*) and their burrows, as well as Botta's pocket gopher (*Thomomys bottae*) burrows, were present on all of the sites. A feral housecat (*Felis catus*) was seen on Site 7 (Masten Avenue). Larger mammals such as coyotes (*Canis latrans*), gray foxes (*Urocyon cinereoargenteus*), and black-tailed deer (*Odocoileus hemionus columbianus*) may occasionally move through Site 3 (Coyote Creek Golf Drive), particularly in the fields northeast of US-101, due to its close proximity to open space lands immediately northeast of the sites but would generally not be expected to be found on the remaining sites.

2.4.3.3 Environmental Consequences

BUILD ALTERNATIVE

SITES 1, 2 AND 4 THROUGH 7

The grasslands occurring on Sites 1, 2, and 4 through 7 are bounded by major traffic throughways and surrounded by agriculture and urban development, which would limit their value for terrestrial vertebrates.

All nesting raptors are protected by state and federal laws. Although no stick nests were observed during the August 2010 surveys, the large trees present on Sites 1, 2 and 4 through 7 provide potential nesting habitat for tree-nesting raptors. If a raptor were to nest on or adjacent to the proposed Project site prior to construction, construction activities could result in the abandonment of active nests or direct mortality to these birds. However, no direct impacts to nesting raptors should occur if appropriate avoidance and/or minimization measures are adhered to. Additionally, the proposed Project would result in the loss of a small amount of foraging and nesting habitat suitable for tree nesting raptors. Suitable habitat for these species would still be regionally abundant after proposed Project build-out.

If a burrowing owl were to nest on or adjacent to the site prior to construction, construction activities could result in the abandonment of active nests or direct mortality to these birds. However, no direct impacts to nesting owls should occur if appropriate avoidance and/or minimization measures are adhered to. Site development would also result in the loss of a small amount of marginal foraging habitat for burrowing owls. Suitable foraging habitat for this species would still be regionally abundant after proposed Project build-out.

SITE 3

The grasslands occurring on the sites are bounded by major traffic throughways and surrounded by a golf course and open land which could provide minimal value for terrestrial vertebrates.

If a burrowing owl were to nest on or adjacent to the site prior to construction, construction activities could result in the abandonment of active nests or direct

mortality to these birds. However, no direct impacts to nesting owls should occur if appropriate avoidance and/or minimization measures are adhered to (refer to Section 2.4.3.4., below). Site development would also result in the loss of a small amount of marginal foraging habitat for burrowing owls. Suitable foraging habitat for this species would still be regionally abundant after proposed Project build-out.

Site 3 supports small patches of the host plant for the Bay checkerspot butterfly; however, these patches are far smaller than what is used by the butterfly, isolated from larger populations, and occur at an elevation below the low end of the butterfly's range. No Bay checkerspot butterfly occurrences have been documented on the proposed Project site. The proposed Project would have no effect on the Bay checkerspot butterfly.

While California red-legged frog have been documented at the quarry ponds approximately 0.3 miles southwest of Site 3, the terrain and quality of the upland habitat, as well as the paved roadways, between these ponds and the site would also pose barriers to movement onto the site. The quality and character of the site itself is not considered an attractant to California red-legged frogs. The proposed Project would have no effect on CRLF.

CUMULATIVE PROPOSED PROJECT

The nature of the proposed Project, being in detached PV solar power system sites, provides for differences in the natural resources within each proposed Project site. Therefore, the proposed Project, when thought of in its entirety, would have similar effects as those discussed above on a site specific basis. The cumulative proposed Project impacts would be the same as those discussed for the site specific impacts. Impacts would be less than significant.

NO BUILD ALTERNATIVE

Under the No Build Alternative, the PV solar power systems would not be constructed and the ROW areas at the seven sites would remain unchanged. Therefore, no impacts related to special status animal species would occur.

2.4.3.4 Avoidance and/or Minimization Measures

Implementation of the following measures, related to animal species (AN) impacts would reduce or eliminate the adverse effects of the proposed Project:

RAPTORS

AN-1 To the maximum extent practicable, trees planned for removal shall be removed during the nonbreeding season (September 1 through January 31). If it is not possible to avoid tree removal or other disturbances during the breeding season (February 1 through August 31), a qualified biologist shall conduct a pre-construction survey for tree-nesting raptors in all trees on the proposed Project sites, if such disturbance will occur during the breeding season. This survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of

these activities during the late part of the breeding season (May through August).

If nesting raptors are detected on the proposed Project sites during the survey, a suitable construction-free buffer shall be established around all active nests. The precise dimension of the buffer (up to 250 feet for raptors) shall be determined at that time and may vary depending on location and species. Buffers shall remain in place for the duration of the breeding season or until it has been confirmed by a qualified biologist that all chicks have fledged and are independent of their parents.

BURROWING OWLS

AN-2 A pre-construction survey shall be conducted by a qualified biologist for burrowing owls within 30 days of the onset of construction. These surveys shall be conducted in a manner consistent with accepted burrowing owl survey protocols. All suitable habitats of the Project area shall be covered during this survey.

AN-3 If pre-construction surveys determine that burrowing owls occupy the site during the non-breeding season (September 1 through January 31), then a passive relocation effort by a qualified biologist (i.e., blocking burrows with one-way doors and leaving them in place for a minimum of three days) may be necessary to ensure that the owl is not harmed or injured during construction. The relocation of resident owls must be according to a relocation plan prepared by a qualified biologist and conducted in consultation with California Department of Fish and Game (CDFG). This plan must provide for the relocation to nearby lands possessing available nesting and foraging habitat. Once it has been determined that owls have vacated the site, the burrows can be collapsed, and ground disturbance can proceed.

If burrowing owls are detected on the site or immediately adjacent lands (i.e., within 250 feet of the site boundary) during the breeding season (February 1 through August 31), a construction-free buffer of up to 250 feet shall be established around any active owl nests. The buffer areas shall be enclosed with temporary fencing, and construction equipment and workers shall not enter the enclosed setback areas. Buffers shall remain in place for the duration of the breeding season. After the breeding season, passive relocation of any remaining owls may take place as described above.

2.4.4 THREATENED AND ENDANGERED SPECIES

2.4.4.1 Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 USC Section 1531, et seq. See also 50 CFR Part 402. This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration, are required to consult with the US Fish and Wildlife Service (USFWS)

and the National Marine Fisheries Service (NOAA Fisheries) to ensure that they are not undertaking, funding, permitting or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 is a Biological Opinion or an Incidental Take statement. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code, Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project caused losses of listed species populations and their essential habitats. The California Department of Fish and Game (CDFG) is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFG. For projects requiring a Biological Opinion under Section 7 of the FESA, CDFG may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

2.4.4.2 Affected Environment

The following is based on information provided in the Natural Environment Study (NES) and the No Effect Determination, prepared by Live Oak Associates, Inc. in March 2011. Field surveys of Sites 1 through 7 were conducted on August 9 and 11, 2010. Additional field surveys of Site 3 were completed on December 10, 2010. Focused plant surveys were completed in October 2010 and March 2011.

Based on the NES, five plants (adapted from CDFG 2011 and CNPS 2010) are listed as Threatened or Endangered under the State and/or Federal Endangered Species Act, and are potentially occurring or known to occur in the proposed Project area. Nine animals (adapted from CDFG 2011 and USFWS 2010) are listed as Threatened or Endangered under the State and/or Federal Endangered Species Act, and are potentially occurring or known to occur in the seven sites making up the proposed Project area.

Focused rare plant surveys were conducted at Site 3 on October 2010, March 2011, and May 2011. Smooth lessingia (*Lessingia micradenia* var. *glabrata*) was identified to occur on-site; however, no other special status plan species, including federal or state threatened or endangered species are present on Site 3.

Site 3 has two fields on the east side of US-101 that are located outside critical habitat designated by the U.S. Fish and Wildlife Service (USFWS) for the Bay checkerspot butterfly (*Euphydryas editha bayensis)*. Site 3 is underlain by serpentine soils and, therefore, was evaluated for its suitability as Bay checkerspot butterfly (*Euphydryas editha bayensis)* habitat. Bay checkerspot butterflies require low-growing, open serpentine habitats that support their host plant, foothill plantain (*Plantago erecta)*, at a

density of at least 300 individuals per square meter on north-facing slopes, typically within a total habitat size of at least four acres. Bay checkerspot butterfly (*Euphydryas editha bayensis)* populations commonly occur at elevations between 500 and 1,300 feet.

According to the CNDDB, no Bay checkerspot butterfly occurrences have been documented within three miles of Sites 4, 5, and 7. Seven Bay checkerspont butterfly occurrences have been documented within three miles of Sites 1, 2, 3, and 6. All occurrences were on serpentine grasslands at elevations above all seven of the proposed Project sites. In addition, serpentine habitat is absent from Sites 1, 2, 4, 5, 6, and 7; therefore the Bay checkerspot butterfly does not occur on this sites.

Serpentine habitat is present at Site 3. Foothill plantain (*Plantago erecta*), the Bay checkerspot butterfly host plant, was present at the time of the August, October, and December 2010 field surveys at Site 3. The two foothill plantain populations on the northeast side of US-101 within Site 3 would not be considered suitable habitat for the Bay checkerspot butterfly because they are individually and collectively less than 5,000 square feet in area, far smaller than the host plant area (i.e., four acres, or 172,200 square feet) and are isolated from other host plant populations by Coyote Creek Golf Drive, US-101, and associated ingress/egress roads. All CNDDB-documented occurrences of this species within three miles of the site are at least 100-150 feet higher than the elevation of Site 3. Additionally, Site 3 occurs at an elevation (350 feet) well below the low end of this species' elevation requirements. No evidence of the species' secondary host plant, purple owl's clover, was observed on Site 3. This, along with the small patch size of these foothill plantain populations, their isolation from larger populations, and the disturbed quality of the overall habitat of Site 3, would preclude the presence of the Bay checkerspot butterfly (Live Oak Associates 2011).

None of the seven sites support breeding habitat for California red-legged frog (CRLF) *(Rana draytonii)*. With the exception of Site 3, all of the sites are surrounded by urban development and/or agriculture. Thus, California red-legged frogs would have great difficulty accessing the sites due to the lack of connectivity between their habitat and the sites. None of the sites are located within USFWS-designated critical habitat for the CRLF.

The nearest CRLF sighting was in 2003, approximately 0.35 miles south of Site 3, at the quarry pits that are now a part of the Coyote Creek Parkway and just south of the Coyote Creek Trail. Upland habitat between the quarry pits and the site includes a greater than 50-percent slope with an elevation gain of approximately 40 feet immediately north of the trail. A reach of Coyote Creek runs through the field; no CRLFs (*Rana draytonii*) have been documented along this reach. The upland habitat becomes more ruderal in character between the creek and Site 3. Site 3 is not presently upland habitat for CRLF. Site 3 has been degraded by construction associated with modifications to US-101 over the years. The ROW east of US-101 and south of the Coyote Creek Golf Drive consists of an unmowed, non-native grassland. The ROW on the north side of the drive (east and west of US-101) had less dense vegetation, were mowed, and could be described as ruderal in character; the ROW north of Coyote Creek Golf Drive and west of US-101 had miscellaneous debris piles of dirt and scattered concrete and rocks. The ROW west of US-101 and south of the Coyote Creek Golf Drive appeared to be a staging/storage area for construction, mostly consisting of a large stockpile of asphalt material. None of these ROWs

supported aquatic resources. The well traveled (i.e., paved) roadways, including the on- and off-ramps to Coyote Creek Golf Drive and US-101, would be considered a barrier to any CRLF overland movements because of the extensive traffic on US-101 and connected roadways, and the quality and character of the ROWs themselves would not be considered an attractant to CRLF.

Although several special status plant and wildlife species are known to occur in the proposed Project area, no federally-protected species are expected to be impacted as a result of the proposed Project. Therefore, no FESA consultation with the USFWS would be necessary. In addition, no California endangered species consultation with the CDFG would be necessary.

2.4.4.3 Environmental Consequences

BUILD ALTERNATIVE

SITES 1,2 AND 4 THOUGH 7

No threatened or endangered species were found at Site 1, 2 and 4 through 7. No federally-protected species are expected to be impacted as a result of the proposed Project. Therefore, no FESA consultation with the USFWS would be necessary. In addition, no California endangered species consultation with the CDFG would be necessary.

SITE 3

Site 3 supports potentially suitable habitat for Tiburon paintbrush (*Castilleja affinis* ssp. *Neglecta)* and Metcalf canyon jewel-flower (*Streptanthus albidus* ssp. *Albidus),* which are both listed as federally endangered. Focused special status plant surveys were completed in October 2010, March 2011, and May 2011 to capture any flowering species, of which none were identified (Live Oak Associates 2011). Smooth lessingia was identified to occur on-site; however, no other special status plan species, including federal or state threatened or endangered species are present on Site 3

The focused rare plant surveys conducted at Site 3 identified a population of smooth lessingia, consisting of 500 individuals, located in the northeast quadrant of the proposed Project site. To date, 34 occurrences of smooth lessingia have been reported to the CNDDB. Seventeen occurrences have been reported within six miles of Site 3 since 2000, and it is expected that unreported populations of smooth lessingia have been found in the region as well. Numerous populations ranging from a few hundred to thousands of individuals have been found at Kirby Canyon on Coyote Ridge; the Kalana Hills; on Santa Clara County parklands, including Almaden Quicksilver, Santa Teresa, and County Motorcycle Park; and on other open space parcels owned by the Santa Clara County Open Space Authority (Live Oak Associates, 2011). This species is not uncommon in disturbed areas; several populations of smooth lessingia were found along the ingress/egress roads to US-101 at Site 3, outside of the site boundaries. Given the disturbed character of Site 3 and the numerous and larger populations of smooth lessingia in the region, many of which are permanently protected on County Park and Open Space Authority lands, impacts to smooth lessingia on Site 3 would be less than significant.

Site 3 supports small patches of the host plant for the Bay checkerspot butterfly; however, these patches are far smaller than what is used by the butterfly, isolated from larger populations, and occur at an elevation below the low end of the butterfly's range. No Bay checkerspot butterfly occurrences have been documented on the proposed Project site. The proposed Project would have no effect on the Bay checkerspot butterfly.

While California red-legged frog have been documented at the quarry ponds approximately 0.3 miles southwest of Site 3, the terrain and quality of the upland habitat, as well as the paved roadways, between these ponds and the site would also pose barriers to movement onto the site. The quality and character of the site itself would not be considered an attractant to California red-legged frogs and may function more as a dispersal sink than as an area that would facilitate movements or aid in successful breeding. The proposed Project would have no effect on CRLF.

CUMULATIVE PROPOSED PROJECT

The proposed Project, when thought of in its entirety, would have similar effects as those discussed above on a site specific basis. The cumulative proposed Project impacts would be the same as those discussed for the site specific impacts. Impacts would be less than significant.

NO BUILD ALTERNATIVE

Under the No Build Alternative, the PV solar power systems would not be constructed and the ROW areas at the seven sites would remain unchanged. Therefore, no impacts related to Threatened or Endangered species would occur.

2.4.4.4 Avoidance and/or Minimization Measures

The proposed Project would not result in adverse impacts related to natural communities. Therefore, no avoidance and/or minimization measures are required.

2.4.5 INVASIVE SPECIES

2.4.5.1 Regulatory Setting

On February 3, 1999, President Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration guidance issued August 10, 1999 directs the use of the state's noxious weed list to define the invasive plants that must be considered as part of the NEPA analysis for a proposed project.

2.4.5.2 Affected Environment

The following is based on information provided in the Natural Environment Study (NES) prepared by Live Oak Associates, Inc. in March 2011 for the proposed Project. Field surveys of Sites 1 through 7 were conducted on August 9 and 11, 2010.

Thirty-two invasive plant species (identified as invasive species by the California Invasive Plant Council [Cal-IPC]) were observed on the proposed Project sites during the reconnaissance-level field surveys. The Cal-IPC has rated these species using the following criteria system:

High – These species have severe ecological impacts on physical processes, plant and animal communities, and vegetation structure. Their reproductive biology and other attributes are conducive to moderate to high rates of dispersal and establishment. Most are widely distributed ecologically.

Moderate – These species have substantial and apparent, but generally not severe, ecological impacts on physical processes, plant and animal communities, and vegetation structure. Their reproductive biology and other attributes are conducive to moderate to high rates of dispersal, though establishment is generally dependent upon ecological disturbance. Ecological amplitude and distribution may range from limited to widespread.

Limited – These species are invasive but their ecological impacts are minor on a statewide level or there was not enough information to justify a higher score. Their reproductive biology and other attributes result in low to moderate rates of invasiveness. Ecological amplitude and distribution are generally limited, but these species may be locally persistent and problematic (Cal-IPC 2006).

Of the thirty-two invasive plant species observed on the proposed Project sites, seven species have a Cal-IPC rating of “High”, thirteen have a Cal-IPC rating of “Moderate”, and seven have a Cal-IPC rating of “Limited”. Four plants were categorized as Evaluated But Not Listed (“Eval No List”) because either sufficient information to assign a rating was lacking or the available information indicates that the species does not have significant impacts at the present time (Cal-IPC 2006). One species of the thirty-two observed, Monterey pine (*Pinus radiate cultivars*), has a rating of “Native”.

2.4.5.3 Environmental Consequences

BUILD ALTERNATIVE

SITES 1 THROUGH 7

Impacts from the proposed Project at each of the seven sites would be the same and therefore, are discussed in the paragraphs below as a whole and are not broken out by site.

Invasive species can travel on vehicles in the loads they carry, and can be moved from site to site during spraying and mowing operations. Weed seeds can be inadvertently introduced into the corridor on equipment during construction and through the use of mulch, imported soil or gravel, and sod.

The proposed Project is not expected to aid in the spread of the known invasive species that were observed on the seven proposed Project sites. In fact, due to the elimination of much of the current vegetation community present on the sites, the proposed Project may result in the loss of a portion of these species' populations within the sites. In addition, none of the species on the California list of noxious weeds are currently used by the Department for erosion control or landscaping.

CUMULATIVE PROPOSED PROJECT

The proposed Project, in its entirety, would not spread known invasive species. Due to the elimination of much of the current vegetation community present at the seven sites within the proposed Project, the proposed Project may result in the loss of a portion of the species' population, a beneficial impact in eliminating invasive species.

NO BUILD ALTERNATIVE

Under the No Build Alternative, the PV solar power systems would not be constructed and the ROW areas at the seven sites would remain unchanged. Therefore, no impacts related to invasive species would occur.

2.4.5.4 Avoidance and/or Minimization Measures

Implementation of the following measure related to invasive species (INV) impacts would reduce or eliminate the adverse effects of the proposed Project:

INV-1 In compliance with the Executive Order on Invasive Species, E.O. 13112, and subsequent guidance from the Federal Highway Administration (FHWA), the landscaping and erosion control included in the project will not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions will be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.

2.5 Cumulative Impacts

2.5.1 REGULATORY SETTING

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed Project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in a project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive types of agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

CEQA Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts, under NEPA, can be found in 40 CFR, Section 1508.7 of the CEQ Regulations.

2.5.2 HUMAN ENVIRONMENT

For the Human Environment, cumulative projects are defined as those projects that are near the United States Route (US) 101 corridor as it pertains to community character and visual/aesthetic issues. Cumulative projects include the proposed Project in conjunction with the Metropolitan Transportation Commission (MTC) 2010 Regional Transportation Improvement Program (RTIP) project list for Santa Clara County, as well as the Santa Clara County, City of San Jose, and the City of Morgan Hill planning department's lists of development projects within the area. Table 2.5-1, Cumulative Projects, provides a summary of the projects within the area.

Table 2.5-1. Cumulative Projects

Project	Details Available	Project Status
Santa Clara County		
Anderson Lake – Live Oak Bridge System Improvements	Project would provide a new clear span bridge across Coyote Creek, water system improvements in the Live Oak and Toyon areas including replacement of the potable water system for the Toyon restroom areas but did not propose changes to the exiting Live Oak restroom at Anderson Lake.	Environmental Document Approved May 2011, construction to begin summer 2011.
Coyote Creek - 1) Perry's Hill; 2) Metcalf & 3) Silicon Valley to Malaguerra	Construct multi-purpose trails along Coyote Creek in three segments. Section 3 parallels US-101 and follows Coyote Creek.	In the design stages, construction and completion date unknown.

Table 2.5-1 (Continued). Cumulative Projects

Project	Details Available	Project Status
San Jose		
Ford Apartments	95 multi-family units on the north side of Ford Avenue, in the Edenvale Planning area.	Project Approved July 2010.
Morgan Hill		
Cochrane Road "Main Street" Design	Approximately 1.5 miles north of the East Dunne/US-101 interchange, provides a "main street" design on Cochran Road. Considered a streetscape project.	To be determined
Lincoln Avenue Urban Design	Approximately 0.5 miles west of the Us-101/San Martin Avenue interchange and runs parallel to US-101. Would not be visible from US-101. Considered a streetscape project.	To be determined
High Speed Rail	One Project Alternative includes the US-101/East Dunne Avenue interchange parallel to southbound US-101. Would also include a Caltrain station on Main Street. This project could also bring high speed rail through Gilroy.	Undergoing alternatives analysis
Mission Ranch	Residential development 1.5 miles north of the US-101/East Dunne Avenue interchange, east of US-101. Approximately 223 units have been completed, with another 80 units planned, for a total of 328 residential units.	Nearing completion Spring 2011
Morgan Hill Southeast Quadrant GP Amend.	Amendment to the General Plan would involve 1,334 acres east of US-101 between San Pedro Avenue and Maple Avenue. Includes a sports/recreation public facility, residential, open space, and agriculture land uses/zoning and a City-wide agricultural mitigation and preservation program.	EIR in progress
MTC 2010 RTIP projects for Santa Clara County		
2240F	SR-87 Guadalupe - Riparian Habitat	To be determined
2174A	Capitol LRT Extension	2010-2011
2174A	Capitol LRT Extension	2011-2012
2144	Planning, programming and monitoring	2013-2015
2255	Planning, programming and monitoring	2010-2015
2255B	TE Reserve MTC Share	2013-2015
2255B	TE Reserve (County Share)	2013-2015
2255B	Existing TE Reserve	To be determined
San Jose	San Carlos Multimodal Streetscape Improvements	2011-2012
Sunnyvale	Sunnyvale Downtown Streetscape	2011
Campbell	Winchester Blvd Improvements	2011
San Jose	Tasman Dr. Underpass	2012

Sources:
Metropolitan Transportation Commission. 2010 MTC RTIP. http://www.mtc.ca.gov/funding/STIP/2010STIP/tmp-3928.pdf. Accessed June 27, 2011.
Santa Clara County Planning Department. http://www.sccplanning.org/portal/site/planning. Accessed June 24, 2011.
San Jose Department of Planning, Building, and Code Enforcement. http://www.sanjoseca.gov/planning/services.asp. Accessed on June 24, 2011.
Morgan Hill Community Development Department. http://ca-morganhill.civicplus.com/index.aspx?nid=74. Accessed June 24, 2011.
Gilroy planning Department. http://www.cityofgilroy.org/cityofgilroy/city_hall/community_development/planning/default.aspx. Accessed June 24, 2011.

As noted in Table 2.5-1, the projects in Santa Clara County that would contribute to the cumulative community character and visual/aesthetic issues include trail and park

projects in relation to Coyote Creek. In addition, Santa Clara County adopted an ordinance for commercial solar facilities development to provide guidelines in the anticipation of the growing number of commercial solar power projects. Although this ordinance is not related to a direct project, it allows for solar projects to be built within Santa Clara County in the foreseeable future.

As noted in the table, the City of San Jose identifies one residential project within the US-101 corridor. Several additional residential and commercial projects were identified within the City of San Jose, but are outside the proposed Project's immediate neighborhoods and would not be visible from US-101. Projects within the community and viewshed of US-101 were not identified within the City.

As noted in Table 2.5-1, the City of Morgan Hill identified one development project, as well as several streetscape projects within the area. Several additional residential and commercial projects were identified within the City of San Jose, but are outside the proposed Project's immediate neighborhoods and would not be visible from US-101. Projects within the community and viewshed of US-101 were not identified within the City. The City of Morgan Hill identifies one of the California High Speed Rail alternative routes going through the US-101/East Dunne Avenue interchange, on the southbound side of US-101. The City of Morgan Hill's Southeast Quadrant is a 1,334 acre area east of US-101 between San Pedro Avenue and Maple Avenue, and portions of this area are visible from US-101. The *Southeast Quadrant General Plan Amendments and Agricultural Mitigation and Preservation Program* project would amend the General Plan, adjust the boundaries of the Southeast Quadrant, and create a City-wide Agricultural Migiation and Preservation Program.

The City of Gilroy is located south of the proposed Project; however, could have the potential to approve projects that would result in cumulative impacts to community cohesion or visual/aesthetics. The City of Gilroy identifies several residential and commercial projects, as well as streetscape projects, all of which are outside the proposed Project's immediate neighborhoods and would not be visible from US-101. The City of Gilroy identifies the California High Speed Rail as going through Gilroy north to Morgan Hill and San Jose. Depending on the alternative chosen the California High Speed Rail may be within the communities and viewsheds of the proposed Project.

2.5.2.1 Community Character and Cohesion

Cumulative projects include those that are within the neighborhoods adjacent to US-101, within the proposed Project corridor, mainly within two miles of a given proposed Project site. The majority of the proposed projects identified in these areas, as discussed above, include streetscape, underpass, and light rail and high speed rail transit projects, and the development and infill projects within the cities of San Jose, Morgan Hill, and Gilroy. Cumulative impacts to community character and cohesion as a result of implementation of the proposed Project are not anticipated because the proposed Project is anticipated to further enhance the community character and cohesion of the area when combined with the anticipated streetscape projects identified in the project area by providing a gateway of the Silicon Valley, that is then further enhanced by the local street system streetscape projects. In addition, the proposed Project would provide a cohesive community character by providing an entrance into the Silicon Valley that would otherwise not be present when analyzing the

impacts of the proposed Project in conjunction with other past, present, and reasonably foreseeable projects along US-101.

2.5.2.2 Visual/Aesthetics

Cumulative projects include those visible within the key viewpoints identified for the proposed Project. The majority of the proposed projects identified above include streetscape, underpass, and light rail and high speed rail transit projects and the development and infill projects within the cities of San Jose, Morgan Hill, and Gilroy. Due to the existing topography and meandering nature of US-101, locally planned projects are not directly visible within the proposed Project's viewshed. Note that the proposed Project would not modify the US-101 mainline, but rather indirectly impact the interchanges or adjacent intersections. Thus, the cumulative projects would not be experienced in one encounter, but rather as a series of experiences along the US-101 corridor. Note that the cumulative projects are not modifications to the US-101 mainline, but rather indirectly associated with US-101 via an interchange or adjacent intersection.

The cumulative projects are predominately located in developed areas, do not substantially change the capacity of the transportation system, and are not anticipated to result in cumulatively considerable adverse impacts. Therefore, the extent of the impacts arising from the cumulative projects is considered to be minor. Implementation of the avoidance, minimization, and/or mitigation measures identified in Section 2.2.5, Visual/Aesthetics, would reduce or eliminate the impacts of the proposed Project; therefore, cumulative impacts as a result of implementation of the proposed Project are not anticipated.

2.6 Climate Change (CEQA)

Climate change impacts are the same at all seven sites on US-101. Because the sites are similar in nature, the analysis below discusses climate change impacts for the seven sites that make up the proposed Project as a whole rather than individually.

2.6.1 REGULATORY SETTING

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of GHG related to human activity that include carbon dioxide (CO_2), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (1,1,1,2-tetrafluoroethane), and HFC-152a (difluoroethane).

In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the State level. Assembly Bill 1493 requires the California Air Resources Board (CARB) to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year; however, in order to enact the standards California needed a waiver from the U.S. Environmental Protection Agency (EPA). The waiver was denied by the EPA in December 2007 and efforts to overturn the decision have been unsuccessful. See *California v. Environmental Protection Agency*, 9th Cir. Jul. 25, 2008, No. 08-70011. On January 26, 2009, it was announced that the EPA would reconsider their decision regarding the denial of California's waiver. On May 18, 2009, President Obama announced the enactment of a 35.5 mpg fuel economy standard for automobiles and light duty trucks, which would take effect in 2012. This standard is the same that was proposed by California.

On June 1, 2005, former Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010; 2) 1990 levels by the 2020; and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs State agencies to begin implementing AB 32, including the recommendations made by the State's Climate Action Team.

With Executive Order S-01-07, the low carbon fuel standard was set forth in California. Under this executive order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and GHG reduction is also a concern at the Federal level. California, in conjunction with several environmental organizations and several other states, sued

to force the EPA to regulate GHGs as a pollutant under the Clean Air Act (*Massachusetts vs. Environmental Protection Agency et al.,* U.S. Supreme Court No. 05-1120.549). The court ruled that GHGs do fit within the Clean Air Act's definition of a pollutant, and that the EPA does have the authority to regulate GHGs.

As a result, the EPA has taken steps to implement guidelines which are being circulated in the Federal register. In March 2009, the EPA released a proposed Mandatory Greenhouse Gas Reporting Rule for facilities that emit 25,000 metric tons of greenhouse gases annually.

On December 7, 2009, the EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases – carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) – in the atmosphere threaten the public health and welfare of current and future generations.
- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

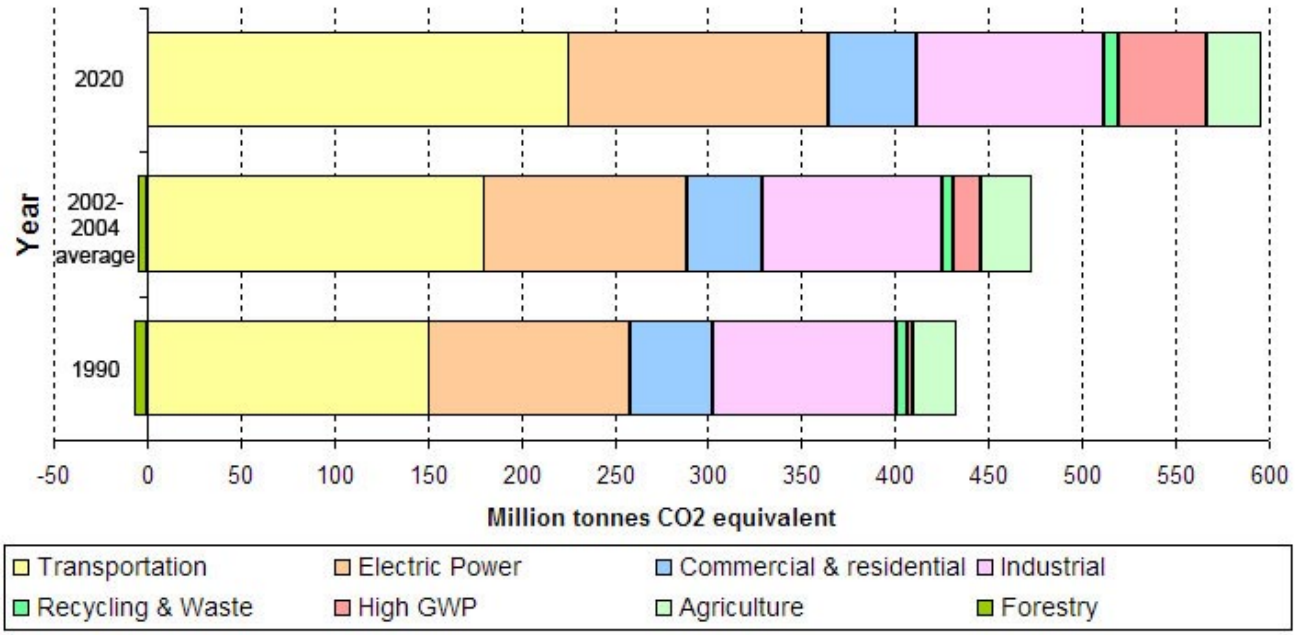
These findings do not themselves impose any requirements on industry or other entities. However, this action is a prerequisite to finalizing the EPA's proposed greenhouse gas emission standards for light-duty vehicles, which were jointly proposed by the EPA and the Department of Transportation's National Highway Safety Administration on September 15, 2009.[1]

Individual projects do not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG. In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (refer to CEQA Guidelines sections 15064(i)(1) and 15130). To make this determination, the incremental impacts of the proposed Project must be compared with the effects of past, current, and probable future projects.

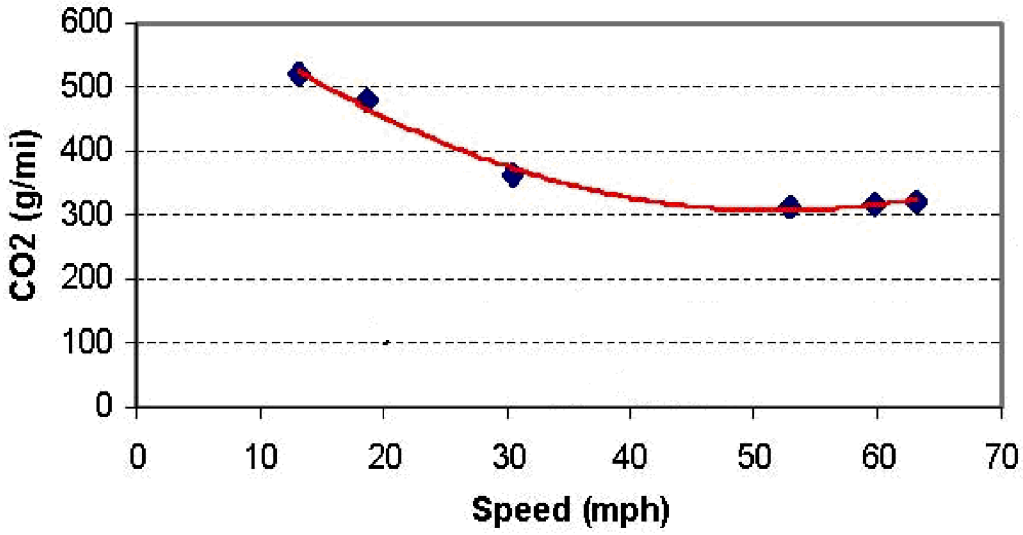
As part of its supporting documentation for the Draft Scoping Plan, CARB released an updated version of the GHG inventory for California (June 26, 2008). Figure 2.6-1 (California GHG Inventory and Vehicle CO_2 emissions vs. Speed) includes a graph from that update that shows the total GHG emissions for California for 1990, 2002-2004 average, and 2020 projected if no action is taken.

[1] U.S. Environmental Protection Agency, *Endangerment and Cause or Contribute Findings for Greenhouse Gases under Section 202(a) of the Clean Air Act*, January 28, 2011. http://www.epa.gov/climatechange/endangerment.html

California GHG Inventory Forecast



Fleet CO2 Emissions vs. Speed (Highway)



Source: Center for Clean Air Policy— http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20(1-13-04).pdf

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California GHG Inventory and Vehicle CO_2 Emissions vs. Speed

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Figure 2.6-1

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emissions reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human-made GHG emissions are from transportation[2], Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.[3]

2.6.2 PROJECT ANALYSIS

The proposed Project would result in the development of seven renewable power facilities within interchanges along US-101 from PM 29.0 in San Jose south to PM 10.3 in Santa Clara County, just north of the City of Gilroy. The proposed Project would generate GHG-free electricity that would offset emissions that would have resulted from producing an equivalent amount of electricity from fossil fuel-fired electric generators.

The proposed Project is not considered a traffic trip generator and would not introduce traffic to any of the seven sites. It is anticipated that one vehicle would visit each site once per month in order for crew members to perform routine maintenance. The introduction of one vehicle per month at each site location would not change the existing operation levels of the roadway network. .

2.6.3 CONSTRUCTION EMISSIONS

GHG emissions for projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, on-site construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with innovations such as increasing pavement durability, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events. The proposed Project would comply with any State, Federal, and/or local rules and regulations developed as a result of implementing control and mitigation measures proposed as part of their respective SIPs. Additionally, as described in Section 2.3.6, Air Quality, short-term construction emissions would be further reduced with the implementation of Caltrans Standard Specifications for Construction and implementation of mitigation measures required by the Bay Area Air Quality Management District (BAAQMD).

2.6.4 CEQA CONCLUSION

While construction will result in a slight increase in GHG emissions, it is anticipated that any increase in GHG emissions due to construction will be offset by the improvement in emissions as a result of solar power generation. While it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance

[2] California Department of Transportation, *Climate Action Program at Caltrans*, December 2006.
[3] Ibid.

determination regarding the project's direct impact and its contribution on the cumulative scale to climate change, Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

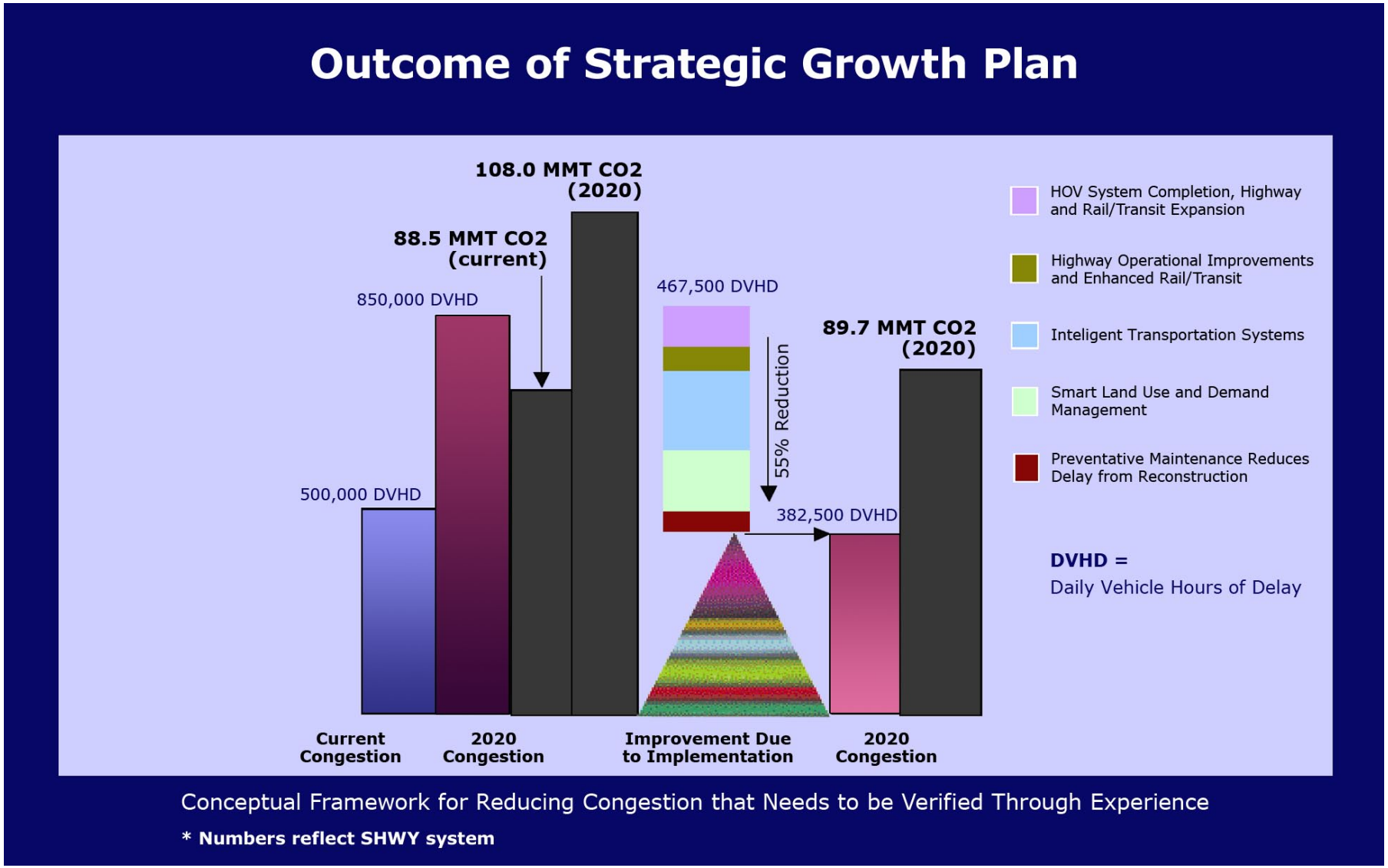
2.6.5 AB 32 COMPLIANCE

The Department continues to be actively involved on the Governor's Climate Action Team as CARB works to implement the Governor's Executive Orders and help achieve the targets set forth in AB 32. Many of the strategies the Department is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Former Governor Arnold Schwarzenegger's Strategic Growth Plan calls for a $222 billion infrastructure improvement program to fortify the State's transportation system, education, housing, and waterways, including $100.7 billion in transportation funding during the next decade. As shown on Figure 2.6-2, Outcome of the Strategic Growth Plan, the Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding reduction in GHG emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that, combined together, yield the promised reduction in congestion. The Strategic Growth Plan relies on a complete systems approach of a variety of strategies: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements.

As part of the *Climate Action Program at Caltrans*, the Department is supporting efforts to reduce vehicle miles traveled (VMT) by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. Although the Department does not have local land use planning authority, the Department is working closely with local jurisdictions on planning activities. Additionally, the Department is supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; the Department is doing this by supporting on-going research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It should be noted, that the control of the fuel economy standards is held by EPA and CARB. Lastly, the use of alternative fuels is also being considered as Caltrans is participating in funding for alternative fuel research at the UC Davis. Table 2.6-1, Climate Change Strategies, summarizes Statewide efforts that the Department is implementing in order to reduce GHG emissions.

2.6.7 ADAPTATION STRATEGIES

"Adaptation strategies" refer to how the Department and others can plan for the effects of climate change on the State's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damaging roadbeds by longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme



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Outcome of Strategic Growth Plan

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Figure 2.6-2

Table 2.6-1. Climate Change Strategies

Strategy	Program	Partnership		Method/Process	Estimated CO_2 Savings (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local Governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements & Intelligent Trans. System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	.007	2.17
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, Cal EPA, CARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services		Fleet Replacement B20 B100	0.0045	0.0065 0.45 .0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	0.117	.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5 % limestone cement mix 25% fly ash cement mix > 50% fly ash/slag mix	1.2 .36	3.6
Goods Movement	Office of Goods Movement	Cal EPA, CARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total					2.72	18.67

cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

Climate change adaptation must also involve the natural environment as well. Efforts are underway on a Statewide-level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects. On November 14, 2008, former Governor Schwarzenegger signed Executive Order S-13-08, which directed a number of State agencies to address California's vulnerability to sea level rise caused by climate change. The Natural Resources Agency (Resources Agency), through the interagency Climate Action Team, was directed to coordinate with local, regional, State, and Federal public and private entities to develop the *2009 California Climate Adaptation Strategy* (Climate Adaptation Strategy). The Climate Adaptation Strategy was adopted December 2, 2009, and summarizes the best known science on climate change impacts to California, assesses California's vulnerability to the identified impacts, and then outlines solutions that can be implemented within and across State agencies to promote resiliency. As part of its development of the Climate Adaptation Strategy, the Resources Agency was directed to request the National Academy of Science to prepare a *Sea Level Rise Assessment Report* to advise how California should plan for future sea level rise. The report includes:

- Relative sea level rise projections for California, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge, and land subsidence rates;
- The range of uncertainty in selected sea level rise projections;
- A synthesis of existing information on projected sea level rise impacts to State infrastructure (such as roads, public facilities, and beaches), natural areas, and coastal and marine ecosystems; and
- A discussion of future research needs regarding sea level rise for California.

Furthermore, Executive Order S-13-08 directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance, and operational improvements of the system and economy of the State. The Department continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is an active participant in the efforts being conducted as part of former Governor's Schwarzenegger's Executive Order on Sea Level Rise and is mobilizing to be able to respond to the National Academy of Science report on *Sea Level Rise Assessment*.

Currently, the Department is working to assess which transportation facilities are at greatest risk from climate change effects. However, without Statewide planning scenarios for relative sea level rise and other climate change impacts, the Department has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once Statewide planning scenarios become available, the Department will be

able to review its current design standards to determine what changes, if any, may be warranted in order to protect the transportation system from sea level rise.

CONCLUSION

The proposed Project would result in the development of renewable power facilities within the freeway ROW. No impacts would occur to the operation of the roadway facilities, as no improvements would occur to the existing roadways. Therefore, no impacts related to GHG emissions would occur. The proposed Project would not create GHG emissions during operations, but would offset GHG emissions within the State by providing a renewable energy source. Therefore, the proposed Project could result in a positive cumulative benefit, as it would introduce a non-fossil fuel-based energy source and result in an offset of operational emissions.

Chapter 3 – Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation, the level of analysis required, and to identify potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this proposed Project have been accomplished through a variety of formal and informal methods, including: project development team meetings, interagency coordination meetings, public information meetings, and an interactive project website. This chapter summarizes the results of the Department's efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

3.1 Consultation and Coordination with Public Agencies

During the preparation of the Initial Study (IS)/Proposed Mitigated Negative Declaration (MND), monthly project development team (PDT) meetings were held to discuss proposed Project design, factors to be considered during the environmental study process, and scheduling issues. Staff from the California Department of Transportation (Department) District 4, along with several consulting firms, attended these meetings. As part of the coordination necessary for the environmental study process, the following Federal, State, and local agencies were conferred:

3.1.1 CULTURAL RESOURCES

As part of the cultural investigation, Basin Research Associates conducted a record search with the California Historical Resources Information System, Northwest Information Center at Sonoma State University. In addition, additional specialized listings for cultural resources were consulted. The Native American Heritage Commission (NAHC) was contacted and letters sent to Native American groups and individuals in September 2010. For those individuals and groups that did not respond to the letters, the Department conducted follow-up phone calls in late November 2010. In addition, the City of San Jose was contacted regarding the age of the buildings surrounding Site 1.

3.1.2 VISUAL/AESTHETICS

The proposed Project is within existing right-of-way (ROW) at seven sites along US-101 from postmile (PM) 29.0 south to PM 10.3, in the City of San Jose, City of Morgan Hill, and unincorporated Santa Clara County. Each agency has submitted letters of support for the proposed Project; refer to Appendix F, Letters of Support. The City of San Jose specifically states that the proposed Project helps implement the City of San Jose's Green Vision, which includes adding renewable energy to the grid. The City of Morgan Hill supports the idea of utilizing remnant freeway property to create solar energy, and also supports the proposed locations within the City of Morgan Hill, as these locations are considered a gateway into the Silicon Valley. Santa Clara County also supports the use of remnant land to create clean energy and explicitly states that the proposed Project would serve as a landmark entrance into the Silicon Valley.

Letters of support for the proposed Project were also submitted by several other agencies. Assembly California Legislature (Joe Coto, 23rd District Assemblymember) supports the idea

of transforming otherwise unusable freeway property to solar power-generating facilities which would bring together the solar industry and public sector to drive the growth of solar energy at the State and local level. The Silicon Valley Leadership Group has also expressed their support of the opportunity to reuse existing freeway land to create renewable energy. Joint Venture Silicon Valley Network is also in support of the proposed Project as a public/private partnership that would create new jobs and provide long-term revenue from otherwise useless land.

In addition, attendees at the November 18, 2010 public meeting, discussed in further detail below in Section 3.2, Public Participation, were administered a survey regarding the proposed Project which included specific questions on the aesthetics and visual impacts of the proposed Project. Survey results indicated that four attendees, 33 percent, indicate aesthetics/visual impacts as important issues. One survey question asked how placing PV solar power systems along US-101 would affect the attractiveness of the freeway. Results indicated that one attendee, eight percent, perceives that the proposed Project would decrease the attractiveness; two attendees, 17 percent, perceive that the attractiveness would increase; eight attendees, 67 percent, perceive that the proposed Project would have no influence; and one attendee, eight percent, did not answer the question. Attendees were also asked to consider if the environmental and economic benefits of the proposed Project would outweigh potential visual impacts. Results indicated that one attendee, eight percent, does not think the benefits outweigh potential impacts; 10 attendees, 84 percent, do think the benefits outweigh potential impacts; and one attendee, eight percent, did not answer the question. An additional survey question asked attendees if they support the current concept and/or locations of the PV solar power systems, rated between 1 (very) and 5 (not at all), with a 3 being somewhat supportive. Results indicate that the average response for attendees was a 1.4, meaning as a whole the participants are supportive of the proposed Project. Overall, the public response to the proposed Project is positive.

3.1.3 BIOLOGICAL RESOURCES

Lists of special status species were generated from the California Department of Fish and Game (CDFG) California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California, and current listings for special status species from the United States Fish and Wildlife Service (USFWS). In addition, recent technical studies completed for other projects in the vicinity of the proposed Project's seven sites were consulted.

3.2 Public Participation

Through various informal meetings held by the proposed Project Proponent a variety of agencies has provided letters of support. These letters are provided within Appendix F. The proposed Project Proponent attended a monthly meeting for the Coyote Creek Neighborhood Association, held on November 17, 2010.

A larger, more formal, public meeting was held on November 18, 2010 at Sobrato High School in the City of Morgan Hill, near the center of the proposed Project area, to solicit input from the community members. Meeting attendees included residents of Morgan Hill (four individuals), San Jose (four individuals), unincorporated Santa Clara County (three individuals), and Gilroy (one individual). During the meeting, the purpose of the proposed Project was presented and five work stations highlighted the following areas: solar technology, visual/aesthetics, general environmental process, air quality/greenhouse gases,

and the general proposed Project purpose and need. In addition, a general survey was conducted to determine public support, as discussed above in Section 3.1.2, Visual/Aesthetics, as well as general information such as convenience of the time and location of the public meeting. Table 3.2-1, November 18, 2010 Public Meeting Comments, provides a summary of the comments received at the public meeting related to the proposed Project description and the environmental process.

Table 3.2-1. November 18, 2010 Public Meeting Comments

Public Comment	Response Provided in IS/MND Section
Are we using all four Cloverleaves?	Refer to Section 1.0, Project Description
How many times and how will the panels be washed?	Refer to Section 1.0, Project Description
How does power get fed into the local grid?	Refer to Section 1.0, Project Description
How many volts is the system producing?	Refer to Section 1.0, Project Description
How much noise is generated by the panels/equipment?	Refer to Section 2.3.7, Noise
Are alternative sites being looked at?	Refer to Section 1.3, Alternatives
What type of fencing will be use?	Refer to Section 1.0, Project Description
Is there lighting on the site? Will security lights affect motorists in the vicinity?	Refer to Sections 1.0, Project Description, and 2.2.5, Visual/Aesthetics
Will the panels be fixed or trackers	Refer to Section 1.0, Project Description
What about the US Hwy 101 high-speed rail @ San Martin interchange?	Refer to Sections 1.0, Project Description, 2.2.1, Land Use, and 2.2.4, Traffic
How tall will the panels be?	Refer to Sections 1.0, Project Description, and 2.2.5, Visual/Aesthetics
Are major trees being removed?	Refer to Section 2.4, Biological Environment
On any park property?	Refer to Section 2.2.1, Land Use
What measures will be done to control ingress/egress?	Refer to Sections 1.0, Project Description, and 2.2.4, Traffic
"Habitat Consideration Plan" (HCP) – will the project pay fees into this program?	Refer to Sections 2.2.1, Land Use, and 2.4, Biological Environment
Are biological site surveys being done?	Refer to Section 2.4, Biological Environment
Are wildlife corridors being evaluated?	Refer to Section 2.4, Biological Environment
Is the "CA essential habitat connectivity" and "landscape linkages" being evaluated?	Refer to Section 2.4, Biological Environment
What is the glare factor?	Refer to Section 2.2.5, Visual/Aesthetics
Is all the land owned by Caltrans?	Refer to Sections 1.0, Project Description, and 2.2.1, Land Use.
Are there local regulations?	Refer to Section 2.2.1, Land Use
How long will the project take to be done?	Refer to Section 1.0, Project Description
Where is the "danger area"?	Refer to Section 1.0, Project Description
Concerned about fire personnel having to enter "live electricity" areas if a car crashes into the system	Refer to Section 1.0, Project Description, and 2.2.3, Utilities/Emergency Services

A webpage has also been prepared for the proposed Project and can be accessed at http://www.cloverleafsolarhighways.com/. The webpage provides information about the proposed Project which includes: a fact sheet and frequently asked questions, maps of the site locations, a list of supporting agencies, information on past and future public meetings, links to newspaper articles related to the proposed Project, and a way to electronically submit comments regarding the proposed Project. To date, no public comments have been received via the webpage.

3.3 Comments and Responding to Comments

Comments on the proposed Project are obtained through the public participation process, including the public review period. All comments on this Draft IS/MND must be submitted to the California Department of Transportation (Department) District 4, Environmental Planning Branch by August 22, 2011. All comments received during the 30-day public review period will be summarized and responded to in this section for the Final IS and Approved MND.

Chapter 4 – List of Preparers

4.1 California Department of Transportation, District 4 Oversight Staff

Jim Bozionelos, Project Manager, Right-of-way and Airspace Lease Agreement Review

Linda Emadzadeh, Project Manager, Right-of-way and Airspace Lease Agreement Review

Melanie Brent, Office Chief, Environmental Analysis & Engineering

Yolanda Rivas, Branch Chief, Office of Environmental Analysis & Engineering

Thomas Rosevear, Associate Environmental Planner, Environmental Analysis

Margaret Gabil, Senior Environmental Planner, Natural Science and Permitting

Monica Gan, Associate Environmental Planner, Natural Science and Permitting

Norman Gonsalves, Branch Chief, Office of Water Quality & Stormwater Management

Jae-Myung Lee, Associate Transportation Engineer, Office of Water Quality & Stormwater Management

Brian Rowley, Associate Transportation Engineer, Office of Water Quality & Stormwater Management

Bill Whiteley, Associate Transportation Engineer, Office of Environmental Engineering (Hazardous Materials)

Ray Boyer, Branch Chief, Office of Environmental Engineering (Hazardous Materials)

Shahram Monem, Branch Chief, Office of Environmental Engineering (Air Quality and Noise)

Elizabeth Greene, Branch Chief, Office of Cultural Resources

Maureen Zogg, Associate Environmental Planner, Office of Cultural Resources

Ben Harris, Associate Environmental Planner, Office of Cultural Resources

Bryan Walker, Branch Chief, Office of Landscape Architecture

Thomas Packard, Associate Landscape Architect, Office of Landscape Architecture

Bernard Walik, Public Information Officer

RocQuel Johnson, Branch Chief, Public Information Office

4.2 Initial Study / Mitigated Negative Declaration (IS/MND) Preparers

Laura Worthington-Forbes, Senior Vice President, RBF Consulting. M.R.R. Environmental Planning and Design, North Carolina State University, Raleigh; 25 years experience. ***Contributions: Project Manager and Environmental QA/QC***

Bruce R. Grove Jr., REA, Vice President, RBF Consulting. B.S. Environmental Planning, California State University, Chico; 15 years experience. ***Contribution: Project Manager, Environmental QA/QC, and Initial Study/Mitigated Negative Declaration***

Christa Redd, Senior Environmental Planner, RBF Consulting. M.S. Environmental and Natural Resource Sciences, University of Nevada Reno; 13 years experience. ***Contributions: Assistant Project Manager, Initial Study/Mitigated Negative Declaration***

Richard Beck, Senior Associate, RBF Consulting. B.S. Environmental Studies, University of California, Santa Cruz; 11 years experience. ***Contribution: Phase I Initial Site Assessment***

Kristen Bogue, Environmental Analyst, RBF Consulting. B.S. Environmental Analysis and Design, University of California, Irvine; 4 years experience. ***Contribution: Visual Impact Assessment***

Dustin Harrison, Assistant Environmental Planner, RBF Consulting. B.S. Biology, California Statue University, Fullerton. ***Contribution: Initial Study/Mitigated Negative Declaration***

Debby Hutchinson, Graphic Designer, RBF Consulting. B.F.S, Illustration, California State University, Long Beach; 38 years experience. ***Contribution: Initial Study/Mitigated Negative Declaration - Graphics***

Cathy Johnson, ASLA, Landscape Architect, RBF Consulting. B.S. Ornamental Horticulture, Washington State University, Pullman; 17 years experience. ***Contribution: Visual Impact Assessment***

Achilles Malisos, Environmental Analyst, RBF Consulting. M.A. Urban and Regional Planning, University of California, Irvine; 4 years experience. ***Contribution: Initial Study/Mitigated Negative Declaration – Air Quality and Noise***

Wesley Salter, Regulatory Specialist, RBF Consulting. Forestry and Natural Resources, California Polytechnic University, San Luis Obispo; 4 years experience. ***Contribution: Phase I Initial Site Assessment***

Lane Simmons, Environmental Planner/GIS Analyst, RBF Consulting. B.S. Environmental Policy, Analysis, and Planning (Minor, Geographic Information Systems), University of California, Davis; 7 years experience. ***Contribution: Initial Study/Mitigated Negative Declaration***

Jennifer Stewart, Environmental Planner, RBF Consulting. M.S. Natural Resources Planning, Humboldt State University; 11 years experience. ***Contribution: Initial Study/Mitigated Negative Declaration***

Eddie Torres, Director of Technical Studies, RBF Consulting. M.S. Mechanical Engineering, University of Southern California; 10 years experience. ***Contribution: Visual Impact Assessment, Initial Study/Mitigated Negative Declaration – Air Quality and Noise***

4.3 Technical Subconsultants

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Steve Loupe, HMH
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William Williams, Stenberg Architects
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Scott McCalmont, McCalmont Engineering
Darlene McCalmont, McCalmont Engineering
Jennifer Kurrie, HPA Strategies
Davinna Ohlson, Live Oak Associates
Colin Busby, Basin Research

4.4 Project Proponent

Michael Van Every, Republic Cloverleaf Solar
Erik Hayden, Republic Cloverleaf Solar

Chapter 5 – Distribution List

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California State Assembly	The Honorable	Albert	Torrico	39510 Paseo Padre Parkway, Suite 280	Freemont	CA	94538
California State Assembly	The Honorable	Ira	Ruskin	5050 El Camino Real, Suite 117	Los Altos	CA	94022
California State Assembly	The Honorable	Paul	Fong	274 Castro St., Suite 202	Mountain View	CA	94041
California State Assembly	The Honorable	Joe	Coto	100 Paseo De San Antonio, Suite 319	San Jose	CA	95113
California State Assembly	The Honorable	Jim	Beall	100 Paseo De San Antonio, Suite 300	San Jose	CA	95113
California State Assembly	The Honorable	Bill	Monning	99 Pacific St., Suite 555D	Monterey	CA	93940
California State Assembly	The Honorable	Anna	Caballero	100 West Alisal St., Suite 134	Salinas	CA	93901
California State Senate	The Honorable	Ellen	Corbett	39155 Liberty St., #F610	Fremont	CA	94538
California State Senate	The Honorable	Joe	Simitian	701 Ocean St., Room 318A	Santa Cruz	CA	95060
California State Senate	The Honorable	Elaine	Alquist	100 Paseo de San Antonio, #209	San Jose	CA	95113
California State Senate			PIO	2020 Junction Ave.	San Jose	CA	95131
Morgan Hill Acting Public Works Director	Mr.	Karl	Bjarke	17575 Peak Avenue	Morgan Hill	CA	95037
Morgan Hill City Council	The Honorable	Marby	Lee	17555 Peak Avenue	Morgan Hill	CA	95037
Morgan Hill City Council	The Honorable	Larry	Carr	17555 Peak Avenue	Morgan Hill	CA	95037
Morgan Hill City Council	The Honorable	Greg	Sellers	17555 Peak Avenue	Morgan Hill	CA	95037
Morgan Hill City Council - Mayor	The Honorable	Steve	Tate	17555 Peak Avenue	Morgan Hill	CA	95037
Morgan Hill City Council - Mayor Pro Tempore	The Honorable	Marilyn	Librers	17555 Peak Avenue	Morgan Hill	CA	95037
Morgan Hill City Manager	Mr.	J. Edward	Tewes	17555 Peak Avenue	Morgan Hill	CA	95037
Morgan Hill Environmental Services Coordinator	Mr.	Tony	Eylo	17575 Peak Avenue	Morgan Hill	CA	95037
Morgan Hill Interim Community Development Director	Mr.	Steve	Piasicki	17555 Peak Avenue	Morgan Hill	CA	95037
Morgan Hill Police Dept.	Chief	Daniel	Orgtega	16200 Vineyard Blvs.	Morgan Hill	CA	95037
Office of Emergency Services	Director	Kristin	Hoffman	55 W. Younger Ave. Suite 450	San Jose	CA	95110
San Jose City Council - D1	The Honorable	Pete	Constant	200 E. Santa Clara Street	San Jose	CA	95113
San Jose City Council - D10	The Honorable	Nancy	Pyle	200 E. Santa Clara Street	San Jose	CA	95113
San Jose City Council - D2	The Honorable	Ash	Kaira	200 E. Santa Clara Street	San Jose	CA	95113
San Jose City Council - D3	The Honorable	Sam	Liccardo	200 E. Santa Clara Street	San Jose	CA	95113
San Jose City Council - D4	The Honorable	Kansen	Chu	200 E. Santa Clara Street	San Jose	CA	95113
San Jose City Council - D5	The Honorable	Nora	Campos	200 E. Santa Clara Street	San Jose	CA	95113
San Jose City Council - D6	The Honorable	Pierluigi	Oliverio	200 E. Santa Clara Street	San Jose	CA	95113
San Jose City Council - D7	The Honorable	Madison	Nguyen	200 E. Santa Clara Street	San Jose	CA	95113
San Jose City Council - D8	The Honorable	Rose	Herrera	200 E. Santa Clara Street	San Jose	CA	95113
San Jose City Council - D9	The Honorable	Judy	Chirco	200 E. Santa Clara Street	San Jose	CA	95113
San Jose City Council - Mayor	The Honorable	Chuck	Reed	200 E. Santa Clara Street	San Jose	CA	95113
San Jose City Manager	Ms.	Debra	Figone	200 E. Santa Clara Street	San Jose	CA	95113
San Jose Deputy Planning Director	Ms.	Laurel	Prevette	200 E. Santa Clara Street	San Jose	CA	95113
San Jose Economic Development Director	Mr.	Paul	Krutko	200 E. Santa Clara Street	San Jose	CA	95113
San Jose Fire Dept.	Chief	William	McDonald	170 W. San Carlos St.	San Jose	CA	95113
San Jose Planning Director	Mr.	Joseph	Horwedel	200 E. Santa Clara Street	San Jose	CA	95113
San Jose Police Dept.	Chief	Rob	Davis	201 W. Mission St.	San Jose	CA	95110

San Jose Public Works Director	Ms.	Katy	Allen	200 E. Santa Clara Street	San Jose	CA	95113
San Jose Transportation Director	Mr.	Hans	Larsen	200 E. Santa Clara Street	San Jose	CA	95113
Santa Clara County Board of Supervisors - D1	The Honorable	Donald	Gage	70 W. Jedding, 10th Floor	San Jose	CA	95110
Santa Clara County Board of Supervisors - D2	The Honorable	George	Shirakawa	70 W. Jedding, 10th Floor	San Jose	CA	95110
Santa Clara County Board of Supervisors - D3	The Honorable	Dave	Cortese	70 W. Jedding, 10th Floor	San Jose	CA	95110
Santa Clara County Board of Supervisors - D4	The Honorable	Ken	Yeager	70 W. Jedding, 10th Floor	San Jose	CA	95110
Santa Clara County Board of Supervisors - D5	The Honorable	Liz	Kniss	70 W. Jedding, 10th Floor	San Jose	CA	95110
Santa Clara County Director of Planning and Development	The Honorable	Jody	Hall Esser	70 W. Hedding Street, 7th Floor, East Wing	San Jose	CA	95110
Santa Clara County Fire	Chief	Kenneth	Waldvogel	14700 Winchester Boulevard	Los Gatos	CA	95032
Santa Clara County Police	Sheriff	Laurie	Smith	55 West Younger Ave.	San Jose	CA	95110
U.S. Representative	The Honorable	Jerry	McNerney	5776 Stoneridge Mall Rd. #175	Pleasanton	CA	94588
U.S. Representative	The Honorable	Anna	Eshoo	698 Emerson St.	Palo Alto	CA	94301
U.S. Senator	The Honorable	Barbara	Boxer	1700 Montgfomery Street, Suite 240	San Francisco	CA	94111
U.S. Senator	The Honorable	Dianne	Feinstein	One Post Street, Suite 2450	San Francisco	CA	94104
US Representative	The Honorable	Mike	Honda	1999 S. Bascom Ave., Suite 815	Campbell	CA	95008
US Representative	The Honorable	Zoe	Lofgren	635 N. First St., Suite B	San Jose	CA	95112
VTA	Mr.	John	Ristow	3331 N. First St.	San Jose	CA	95134
VTA	Mr.	Chris	Augentsein	3331 N. First St.	San Jose	CA	95134
VTA: Chairperson	The Honorable	Sam	Liccardo	3331 N. First St.	San Jose	CA	95134
VTA: County of Santa Clara	The Honorable	Liz	Kniss	3331 N. First St.	San Jose	CA	95134
VTA: County of Santa Clara	The Honorable	George	Shirakawa	3331 N. First St.	San Jose	CA	95134
VTA: County of Santa Clara	The Honorable	Don	Gage	3331 N. First St.	San Jose	CA	95134
VTA: Gilroy	The Honorable	Perry	Woodward	3331 N. First St.	San Jose	CA	95134
VTA: Milpitas	The Honorable	Pete	McHugh	3331 N. First St.	San Jose	CA	95134
VTA: Monte Sereno	The Honorable	Marshall	Astandig	3331 N. First St.	San Jose	CA	95134
VTA: San Jose	The Honorable	Nora	Campos	3331 N. First St.	San Jose	CA	95134
VTA: San Jose	The Honorable	Rose	Herrera	3331 N. First St.	San Jose	CA	95134
VTA: San Jose	The Honorable	Ash	Kaira	3331 N. First St.	San Jose	CA	95134
VTA: San Jose	The Honorable	Nancy	Pyle	3331 N. First St.	San Jose	CA	95134
VTA: San Jose	The Honorable	Chuck	Reed	3331 N. First St.	San Jose	CA	95134
VTA: Santa Clara	The Honorable	Jamie	Matthews	3331 N. First St.	San Jose	CA	95134
VTA: Saratoga	The Honorable	Chuck	Page	3331 N. First St.	San Jose	CA	95134
VTA: Sunnyvale	The Honorable	Chris	Moylan	3331 N. First St.	San Jose	CA	95134
VTA: Vice Chairperson	The Honorable	Margaret	Abe-Koga	3331 N. First St.	San Jose	CA	95134
Santa Clara Public Health Dept.	Director	Dan	Peddycord	976 Lenzen Ave. #2	San Jose	CA	95112
Morgan Hill Library				660 West Main Ave.	Morgan Hill	CA	95037
Dr. Martin Luther King, Jr. Library				150 E. San Fernando St.	San Jose	CA	95112
Gilroy Library				7652 Monterey St.	Gilroy	CA	95020
United States Fish and Wildlife Service	Mr.	Jerry	Roe	Sacramento Fish and Wildlife Office 2800 Cottage Way, Suite W-2605	Sacramento	CA	95825
California Department of Fish and Game	Mr.	David	Johnston	Bay-Delta Region Headquarters 7329 Silverado Trail	Napa	CA	94558

FIRST NAME	LAST NAME	ADDRESS	CITY	STATE	ZIP
Patrick	Norris	5310 Pebbletree Way	San Jose	CA	95111-1846
Mike	Nguyen	4431 Cherry Ave	San Jose	CA	95118-1928
Diane	Marsh	491 Broderick Dr	San Jose	CA	95111-1802
Bich	Nguyen	487 Broderick Dr	San Jose	CA	95111-1802
D	Torres	483 Broderick Dr	San Jose	CA	95111-1802
Juan & Juanita	Duarte	479 Broderick Dr	San Jose	CA	95111-1802
Angelica & Juan	Sanchez	5253 Pebbletree Way	San Jose	CA	95111-1854
Juan & Graciela	Murillo	5257 Pebbletree Way	San Jose	CA	95111-1854
Ernesto & Maria	Gonzalez	5261 Pebbletree Way	San Jose	CA	95111-1854
Vanessa & Ricardo	Cortes	6930 Gregorich Dr #d	San Jose	CA	95138-1950
Andrew	Ring	5269 Pebbletree Way	San Jose	CA	95111-1854
Edward & Audrey	LaPenna	5273 Pebbletree Way	San Jose	CA	95111-1854
Leopoldo & Dalisay	Pantaleon	5277 Pebbletree Way	San Jose	CA	95111-1854
Benjamin & Leola	Rezentes Jr.	5281 Pebbletree Way	San Jose	CA	95111-1854
Juan & Rebecca	Pichardo	5285 Pebbletree Way	San Jose	CA	95111-1854
Romita	Piroyan	5301 Olstad Ct	San Jose	CA	95111-1841
Atourina	Rosh	6628 Tam Oshanter Dr	San Jose	CA	95120-4028
Charles	Dawson	5296 Pebbletree Way	San Jose	CA	95111-1844
Roy & Patricia	Morse	5288 Pebbletree Way	San Jose	CA	95111-1844
Maria	Lombera	5282 Pebbletree Way	San Jose	CA	95111-1844
Robert & Maria	Bluford	5274 Pebbletree Way	San Jose	CA	95111-1844
Gang	Li	5268 Pebbletree Way	San Jose	CA	95111-1844
Sylvia	Russell	5262 Pebbletree Way	San Jose	CA	95111-1844
The Provident Bank		309 Vine St	Cincinnati	OH	45202-3524
Joseph & Joyce	Blankenship	458 Northgate Dr	San Jose	CA	95111-1836
Huy	Nguyen	462 Northgate Dr	San Jose	CA	95111-1836
Cleo	Cummings	464 Broderick Dr	San Jose	CA	95111-1801
Carlos	Bautista	468 Broderick Dr	San Jose	CA	95111-1801
Mike & Linda	Martinico	472 Broderick Dr	San Jose	CA	95111-1801
Maria	DaRosa	476 Broderick Dr	San Jose	CA	95111-1801
Anthony & Lisa	Gates	480 Broderick Dr	San Jose	CA	95111-1801
Levi & Lucy	Cruz	484 Broderick Dr	San Jose	CA	95111-1801
William & Pamela	Ohara	474 Northgate Dr	San Jose	CA	95111-1838
Michael	Harter	478 Northgate Dr	San Jose	CA	95111-1838
Robert & Dianne	Luna	482 Northgate Dr	San Jose	CA	95111-1838
Paul & Kelly	Martin	486 Northgate Dr	San Jose	CA	95111-1838
Luis	Rivera	490 Northgate Dr	San Jose	CA	95111-1838
Shawn	Matz	494 Northgate Dr	San Jose	CA	95111-1838
Equity Asset	Home	498 Northgate Dr	San Jose	CA	95111-1838
Carl & Franceska	Goreth	479 Fonick Dr	San Jose	CA	95111-1718
David & Maria	Rolon				
Hector & Blanca	Lopez	471 Fonick Dr	San Jose	CA	95111-1718
Eva	Gutierrez	467 Fonick Dr	San Jose	CA	95111-1718
Kang-Rong & Tran	Chiang	4955 Narvaez Ave	San Jose	CA	95136-2842
Rudy	Jusuf	459 Fonick Dr	San Jose	CA	95111-1718
Navtej & Kamal	Singh	5845 Scenic Meadow Ln	San Jose	CA	95135-1659
Kenneth & Rebecca	Charlesworth	4992 Parrish Ct	San Jose	CA	95111-1726
Heliodoro	Rodriguez	12505 Sycamore Ave	San Martin	CA	95046-9587
Girma	Bizuneh	4980 Parrish Ct	San Jose	CA	95111-1726

Leto & Letitia	Farrales	4974 Parrish Ct	San Jose	CA	95111-1726
Charles & Deborah	Taylor Jr.	4968 Parrish Ct	San Jose	CA	95111-1726
Lance	Sandri	4962 Parrish Ct	San Jose	CA	95111-1726
Ty & Gam	Nguyen	4956 Parrish Ct	San Jose	CA	95111-1726
John & Donna	McGuire	4949 Parrish Ct	San Jose	CA	95111-1726
Wilfredo	Farrales	4955 Parrish Ct	San Jose	CA	95111-1726
Thomas & Carmen	Oharra	4961 Parrish Ct	San Jose	CA	95111-1726
Tu	Nguyen	4967 Parrish Ct	San Jose	CA	95111-1726
Chieh & Emily	Chien	6417 Trinidad Dr	San Jose	CA	95120-2824
Alicia	Doria	4979 Parrish Ct	San Jose	CA	95111-1726
Ee-Call Limited Partnership		1802 Cheney Dr	San Jose	CA	95128-3608
Mung & Yen	To	1097 Villa St	Mountain View	CA	94041-1237
Steven	Harper	431 Fullerton Dr	San Jose	CA	95111-1724
Anthony	Lee	4994 Berkeland Ct	San Jose	CA	95111-1706
Minh	Nguyen	6111 Heathercreek Way	San Jose	CA	95123-4725
Charles	Idarola	4982 Berkeland Ct	San Jose	CA	95111-1706
Long Hai	Tran	4976 Berkeland Ct	San Jose	CA	95111-1706
John & Karaleen	Jovalusky	4964 Berkeland Ct	San Jose	CA	95111-1706
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William	Fat	821 Wooded Hills Ct	Fremont	CA	94539-7246
Larry	Kezar	4945 Berkeland Ct	San Jose	CA	95111-1706
Michael & Deborah	Vargo	4951 Berkeland Ct	San Jose	CA	95111-1706
Rose	Cheng				
Allan & Millie	Quan	4963 Berkeland Ct	San Jose	CA	95111-1706
Derrick & Judy	Campbell	4969 Berkeland Ct	San Jose	CA	95111-1706
Augustin	Sclafani	4975 Berkeland Ct	San Jose	CA	95111-1706
Jerome & Viola	Caron	4981 Berkeland Ct	San Jose	CA	95111-1706
Juan	Dydasco	4987 Berkeland Ct	San Jose	CA	95111-1706
Jaidev	Datta	4993 Berkeland Ct	San Jose	CA	95111-1706
Grace	Starr	4999 Berkeland Ct	San Jose	CA	95111-1706
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Suresh & Usha	Belani	11645 Putter Way	Los Altos	CA	94024-6320
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Ofelia	Mendez	355 Fontanelle Dr	San Jose	CA	95111-1719
Daniel & Pepita	Lubawy	351 Fontanelle Dr	San Jose	CA	95111-1719
Phuc	Luu	347 Fontanelle Dr	San Jose	CA	95111-1719
Brij & Kusum	Lal	614 Angus Dr	Milpitas	CA	95035-3928
William & Tanya	Stonitsch III	339 Fontanelle Dr	San Jose	CA	95111-1719
Lawrence & Jessica	Goslinowski	335 Fontanelle Dr	San Jose	CA	95111-1719
Ronald & Rosemarie	Pilapil	334 Fontanelle Dr	San Jose	CA	95111-1720
Robert & Eiko	Wooldridge	338 Fontanelle Dr	San Jose	CA	95111-1720
Thomas & Nancy	Hull	342 Fontanelle Dr	San Jose	CA	95111-1720
Mariela	Valenzuela	346 Fontanelle Dr	San Jose	CA	95111-1720
Hong	Huynh	350 Fontanelle Dr	San Jose	CA	95111-1720
Quang Kim	Lam	354 Fontanelle Dr	San Jose	CA	95111-1720
Joseph & Deborah	Mendicino	2609 Annette Ct	Tracy	CA	95304-5942
Frederick & Pamela	Panelo	362 Fontanelle Dr	San Jose	CA	95111-1720

Timothy	Marney	366 Fontanelle Dr	San Jose	CA	95111-1720
Emigdio	Astorga	370 Fontanelle Dr	San Jose	CA	95111-1720
Jack	Duong	6985 Po Box	San Jose	CA	95150-0000
Cloed & Katherine	Origenes	378 Fontanelle Dr	San Jose	CA	95111-1720
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
William Lyon Homes Inc		2603 Camino Ramon #150	San Ramon	CA	94583-9127
Gre Hellyer Oaks LP		155 Montgomery St #1605	San Francisco	CA	94104-4121
John	Arrillaga	2450 Watson Ct	Palo Alto	CA	94303-3216
Power Integrations Inc		5425 Hellyer Ave	San Jose	CA	95138-0000
Power Integrations Inc		5425 Hellyer Ave	San Jose	CA	95138-0000
Toda Development Inc		5816 Corporate Ave #160	Cypress	CA	90630-4739
Roy & Jennifer	Bryant	5110 Snow Dr	San Jose	CA	95111-2732
Thanh	LeThuy	5106 Snow Dr	San Jose	CA	95111-2732
Ma	Ramirez	5102 Snow Dr	San Jose	CA	95111-2732
Maritza	Velasquez	5098 Snow Dr	San Jose	CA	95111-2731
Minh Binh	Tran	5094 Snow Dr	San Jose	CA	95111-2731
Enrique & Rosa	Ortega	5092 Snow Dr	San Jose	CA	95111-2731
Ignacio	Guzman	5090 Snow Dr	San Jose	CA	95111-2731
Maria	Sanchez	5086 Snow Dr	San Jose	CA	95111-2731
Tomas	Barajas	5084 Snow Dr	San Jose	CA	95111-2731
Oscar	Barraza	5082 Snow Dr	San Jose	CA	95111-2731
Jaime	Rodriguez	5072 Snow Dr	San Jose	CA	95111-2731
Elias & Catalina	Rivera	5068 Snow Dr	San Jose	CA	95111-2731
Reynaldo & Maria	Miramontes	5058 Snow Dr	San Jose	CA	95111-2731
Hai	Nguyen	5054 Snow Dr	San Jose	CA	95111-2731
Emiliano	Aldaco	5048 Snow Dr	San Jose	CA	95111-2731
Grove	Oak	5000 Lyng Dr	San Jose	CA	95111-2720
Stephen & Debra	Estrin	557 Ella Dr	San Jose	CA	95111-2715
Gladys	Amaya	553 Ella Dr	San Jose	CA	95111-2715
Aurora Ln Svcs LLC		10350 Park Meadows Dr	Littleton	CO	80124-6800
Ravinder & Darbjit	Lamba	543 Ella Dr	San Jose	CA	95111-2715
Antonio & Elvira	Sole	539 Ella Dr	San Jose	CA	95111-2715
Angel	Lopez	535 Ella Dr	San Jose	CA	95111-2715
Margarita & Andres	Villalobos	531 Ella Dr	San Jose	CA	95111-2715
Marco	Ballestrasse	21717 Irma Lyle Dr	Los Gatos	CA	95033-8982
Najmuddin	Jamali	456 War Admiral Ave	San Jose	CA	95111-2747
Vicente	Lopez	460 War Admiral Ave	San Jose	CA	95111-2747
Raul	Polo	464 War Admiral Ave	San Jose	CA	95111-2747
Zerezege	Merke	468 War Admiral Ave	San Jose	CA	95111-2747
Rodrigo & Lorena	Mijangos	472 War Admiral Ave	San Jose	CA	95111-2747
Jose & Felicitas	Diaz	476 War Admiral Ave	San Jose	CA	95111-2747
	LeDaniel	480 War Admiral Ave	San Jose	CA	95111-2747
Ricardo	Barrera-Lanuza	484 War Admiral Ave	San Jose	CA	95111-2747
Maria	Aguilar	488 War Admiral Ave	San Jose	CA	95111-2747

Jessica & Salvador	Reza	492 War Admiral Ave	San Jose	CA	95111-2747
Dulce	Iniguez	496 War Admiral Ave	San Jose	CA	95111-2747
Jose	Ruano	3189 Garden Ave	San Jose	CA	95111-2224
Victor & Martha	Banda	506 War Admiral Ave	San Jose	CA	95111-2749
An Vi	Trinh	510 War Admiral Ave	San Jose	CA	95111-2749
Camila	Gomez	959 Jeanne Ave	San Jose	CA	95116-3253
Salvador	Mayorga	4778 Rahway Dr	San Jose	CA	95111-2651
Dung Minh	Nguyen	522 War Admiral Ave	San Jose	CA	95111-2749
W T & May	Novak	1205 Lakeview Dr	Hillsborough	CA	94010-7324
Darren & Venessia	Perez	530 War Admiral Ave	San Jose	CA	95111-2749
Alfredo	Rodriguez	534 War Admiral Ave	San Jose	CA	95111-2749
Nguyen Tan Van & Co Truc Thanh		538 War Admiral Ave	San Jose	CA	95111-2749
Russell	Barrett Sr.	542 War Admiral Ave	San Jose	CA	95111-2749
Israel & Maria	Sanchez	543 War Admiral Ave	San Jose	CA	95111-2750
Lynch Rose Life Estate		7540 Bollinger Rd	Cupertino	CA	95014-4333
Daniel & Julie	Dunne	531 War Admiral Ave	San Jose	CA	95111-2750
Rehabilitation Ptrs	Community	2698 Berryessa Rd	San Jose	CA	95132-2900
Gilberto & Rosa	Sanchez	5096 Edenview Dr	San Jose	CA	95111-4032
Carlos	Gonzales	519 War Admiral Ave	San Jose	CA	95111-2750
Pablo	Garcia	515 War Admiral Ave	San Jose	CA	95111-2750
Robert	Gelder	511 War Admiral Ave	San Jose	CA	95111-2750
Arlene	Scallon				
Duyen Van	Luu	503 War Admiral Ave	San Jose	CA	95111-2750
Christian & Tracy	Williams	526 Ella Dr	San Jose	CA	95111-2716
Steven & Colleen	Kinney	530 Ella Dr	San Jose	CA	95111-2716
Miguel & Magda	Serrano	534 Ella Dr	San Jose	CA	95111-2716
Blanca	Cacho	538 Ella Dr	San Jose	CA	95111-2716
Meselina & Ruben	Domingo	542 Ella Dr	San Jose	CA	95111-2716
Mark	Keyzer	546 Ella Dr	San Jose	CA	95111-2716
Nagaraj	Varadharajan	550 Ella Dr	San Jose	CA	95111-2716
Del Campo Julian & Teresa	Martin	554 Ella Dr	San Jose	CA	95111-2716
Larry	Fistolera	Po Box 360275	Milpitas	CA	95036-0275
Ronald	Roup	23101 Lake Center Dr #320	Lake Forest	CA	92630-6819
Barbara	Cruz	397 War Admiral Ave	San Jose	CA	95111-2743
Robert & Grace	Tsai	389 War Admiral Ave	San Jose	CA	95111-2743
Marion	Montalto				
Arlene	Marie	254 Whirlaway Dr	San Jose	CA	95111-2854
Thanh	Hodge	5205 Discovery Ave	San Jose	CA	95111-2813
Yolanda	Limon	29278 W Centinella Dr	Santa Nella	CA	95322-8728
Howard & Maureen	Yue	1351 Pierce Ranch Rd	San Jose	CA	95120-4566
Moises & Josefina	Bustos	208 Whirlaway Dr	San Jose	CA	95111-2845
Christina	Chamorro	212 Whirlaway Dr	San Jose	CA	95111-2845
Lloyd	DeVaughns	216 Whirlaway Dr	San Jose	CA	95111-2845
Rafael & Jovita	Cisneros	6234 Copper Light St	North Las Vegas	NV	89081-6407
Terry & Leslie	Daniel	224 Whirlaway Dr	San Jose	CA	95111-2845
Paul	Means				

Luong Minh	Phan	232 Whirlaway Dr	San Jose	CA	95111-2845
Gerardo & Celia	Jauregui	236 Whirlaway Dr	San Jose	CA	95111-2845
Roger & Kimberly	Ercolini				
Alejandro & Lisa	Rizo	5207 Gallant Fox Ave	San Jose	CA	95111-2853
Delia	Calon	182 Whirlaway Dr	San Jose	CA	95111-2843
Ricky	Hanson	5209 Pharlap Ave	San Jose	CA	95111-2836
Byron	Reynolds	11015 New Ave	Gilroy	CA	95020-9026
Der Yang & Fennah	Guan	20488 Stevens Creek Blvd #1601	Cupertino	CA	95014-6800
Perry	Campbell	5918 Thorntree Dr	San Jose	CA	95120-1748
Edna	Lello	5069 Pharlap Ave	San Jose	CA	95111-2834
Robert	Smith				
Dicky Morris	Chambers	5093 Pharlap Ave	San Jose	CA	95111-2834
Lea	Velasquez	5105 Pharlap Ave	San Jose	CA	95111-2834
Olivia	Garcia	5117 Pharlap Ave	San Jose	CA	95111-2834
Phuong	Hoang	5129 Pharlap Ave	San Jose	CA	95111-2834
Gerald & Denise	Davis	5141 Pharlap Ave	San Jose	CA	95111-2834
Constantino	Banuelos	5153 Pharlap Ave	San Jose	CA	95111-2834
Thomas & Linda	Wight	165 Pharlap Ave	San Jose	CA	95111-0000
Fawzy	Ismail	1593 Lexington St	Santa Clara	CA	95050-5314
Maria	Flores	181 Whirlaway Dr	San Jose	CA	95111-2844
Sergio & Maria	Galvan	401 Villa Manucha Rd	Newman	CA	95360-9780
Steven	Lee	241 Seabiscuit Dr	San Jose	CA	95111-2838
Jack & Loreen	King	237 Seabiscuit Dr	San Jose	CA	95111-2838
Leo & Rebecca	Sausedo Jr.	9570 Dougherty Ave	Morgan Hill	CA	95037-9371
Alfeo	Cayabyab	229 Seabiscuit Dr	San Jose	CA	95111-2838
Saul	Bermudez	225 Seabiscuit Dr	San Jose	CA	95111-2838
Tony & Jean	Furia	221 Seabiscuit Dr	San Jose	CA	95111-2838
Brian & Nancy	McCarthy	217 Seabiscuit Dr	San Jose	CA	95111-2838
Ruth	Schurr	213 Seabiscuit Dr	San Jose	CA	95111-2838
Joseph & Gloria	Martinez	209 Seabiscuit Dr	San Jose	CA	95111-2838
Valente & Rosa	Jimenez	205 Seabiscuit Dr	San Jose	CA	95111-2838
Nubia & Pedro	Espinoza	258 Stagehand Dr	San Jose	CA	95111-2839
Dat	Luong	4218 San Miguel Way	San Jose	CA	95111-3534
Margaret	Driscoll	272 Stagehand Dr	San Jose	CA	95111-2839
Rogelio	Cervantes	276 Stagehand Dr	San Jose	CA	95111-2839
Rodney	Chatfield	280 Stagehand Dr	San Jose	CA	95111-2839
Charles & Antoinette	Schmitz	284 Stagehand Dr	San Jose	CA	95111-2839
Helmut & Betty	Reutter	3374 Cavendish Dr	San Jose	CA	95132-1804
Steven & Corrine	Belarmino	292 Stagehand Dr	San Jose	CA	95111-2839
Patrick & Susan	Geary	296 Stagehand Dr	San Jose	CA	95111-2839
Manuel & Sharon	Luna	14895 Foothill Ave	San Martin	CA	95046-9603
Martin	Rodriguez	239 Whirlaway Dr	San Jose	CA	95111-2846
George & Felicidad	Gaagal	5708 Spring Flower Dr	Elk Grove	CA	95757-8333
Roberto & Estela	Avina	231 Whirlaway Dr	San Jose	CA	95111-2846
Nhung	Nguyen	3169 Yakima Cir	San Jose	CA	95121-2434
Thomas & Kathleen	Bechly	6749 Michele Way	San Jose	CA	95129-2831
Henry	Daw	219 Whirlaway Dr	San Jose	CA	95111-2846
Barbara & Donald	Johnson	7510 Tierra Sombra Ct	San Jose	CA	95120-1408
Curtis	Mitchell				
Hung	Nguyen	9762 Alcosta Blvd	San Ramon	CA	94583-3661

Jose Francisco	Lopez-Macedo	203 Whirlaway Dr	San Jose	CA	95111-2846
Margo	Adams	206 Seabiscuit Dr	San Jose	CA	95111-2837
Terry	Alvarez	210 Seabiscuit Dr	San Jose	CA	95111-2837
Clarissa & Raymund	Galvez	214 Seabiscuit Dr	San Jose	CA	95111-2837
Joseph & Shelia	Ferreira	218 Seabiscuit Dr	San Jose	CA	95111-2837
Ambrose	Arukwe	222 Seabiscuit Dr	San Jose	CA	95111-2837
Russell & Laura	Fellows	226 Seabiscuit Dr	San Jose	CA	95111-2837
Floyd & Cheryl	Wiswell	230 Seabiscuit Dr	San Jose	CA	95111-2837
Julian & Laura	Sanchez	234 Seabiscuit Dr	San Jose	CA	95111-2837
Ted	Tran	34959 Eastin Dr	Union City	CA	94587-5577
Frederick & Carol	Earle	242 Seabiscuit Dr	San Jose	CA	95111-2837
Solivan & Diana	Hiep	246 Seabiscuit Dr	San Jose	CA	95111-2837
Humberto	Luna	253 Whirlaway Dr	San Jose	CA	95111-2855
Gustavo & Angelica	Castro	5176 Gallant Fox Ave	San Jose	CA	95111-2817
Santos Timoteo & Erma	DeLos	5164 Gallant Fox Ave	San Jose	CA	95111-2817
Kenny	Nguyen	5152 Gallant Fox Ave	San Jose	CA	95111-2817
Stephen & Diana	Stuteville	3270 Cherry Acres Rd	Cool	CA	95614-9423
Yen	Liu	5134 Gallant Fox Ave	San Jose	CA	95111-2817
Julie	Atkins	5126 Gallant Fox Ave	San Jose	CA	95111-2817
Julie	Atkins	5126 Gallant Fox Ave	San Jose	CA	95111-2817
Gilbert & Bertha	Flores	Po Box 382	La Grange	CA	95329-0382
Sandra	Hernandez	5102 Gallant Fox Ave	San Jose	CA	95111-2817
John & Cinda	Baine	297 Stagehand Dr	San Jose	CA	95111-2840
Michael & Della	Hyllested	295 Stagehand Dr	San Jose	CA	95111-2840
Perry	Campbell	5918 Thorntree Dr	San Jose	CA	95120-1748
Rodney	Cooley	289 Stagehand Dr	San Jose	CA	95111-2840
Oscar & Claudia	Rosales	849 Lewiston Dr	San Jose	CA	95136-1517
Joanna	Phillips	22680 E Cliff Dr #7	Santa Cruz	CA	95062-5362
Terry & Lydia	McKillip	10594 SW Sunnyside Dr	Wilsonville	OR	97070-6587
John & Jacqueline	Gulan	273 Stagehand Dr	San Jose	CA	95111-2840
James	Nguyen	269 Stagehand Dr	San Jose	CA	95111-2840
Atilio & Luisa	Hernandez	265 Stagehand Dr	San Jose	CA	95111-2840
Carlton	Butler	261 Stagehand Dr	San Jose	CA	95111-2840
Earl	Longcrier	5080 Pharlap Ave	San Jose	CA	95111-2833
Jose & Rosario	Lozano Jr.	304 Grey Ghost Ave	San Jose	CA	95111-2823
Valentina	Fregoso	306 Grey Ghost Ave	San Jose	CA	95111-2823
Corina	Lozano	310 Grey Ghost Ave	San Jose	CA	95111-2823
Maria & Rigoberto	Gonzalez	1503 Calco Creek Dr	San Jose	CA	95127-4371
Walter & Mirta	Martinez	316 Grey Ghost Ave	San Jose	CA	95111-2823
Amadeo & Maria	Barajas	318 Grey Ghost Ave	San Jose	CA	95111-2823
Gudelio	Neri	322 Grey Ghost Ave	San Jose	CA	95111-2823
Mireya	Zambrano	324 Grey Ghost Ave	San Jose	CA	95111-2823
Arnulfo & Maria	Ledesma	328 Grey Ghost Ave	San Jose	CA	95111-2823
Gilbert & Rubina	Chapparo Jr.	330 Grey Ghost Ave	San Jose	CA	95111-2823
Thomas	Iddings	1022 E Evelyn Ave	Sunnyvale	CA	94086-6773
Warren & Lenae	Casias	336 Grey Ghost Ave	San Jose	CA	95111-2823
Luong	Phan	340 Grey Ghost Ave	San Jose	CA	95111-2823
Stefan	Winkel	342 Grey Ghost Ave	San Jose	CA	95111-2823
Jacob & Joann	Othon	344 Grey Ghost Ave	San Jose	CA	95111-2823
Han-Nguyen		4261 Christian Dr	San Jose	CA	95135-1183

Ky	Nguyen	5109 Discovery Ave	San Jose	CA	95111-2809
Artemio	Reyes	5117 Discovery Ave	San Jose	CA	95111-2809
Deborah	Ford				
Sonia	Rousseau	5133 Discovery Ave	San Jose	CA	95111-2809
Clinton	Cook	5141 Discovery Ave	San Jose	CA	95111-2809
Oanh Ngoc	Tran	5149 Discovery Ave	San Jose	CA	95111-2809
Dibrell	Hartwick	Po Box 18580	San Jose	CA	95158-8580
Paul & Karna	Boster	5165 Discovery Ave	San Jose	CA	95111-2809
Inez	Vargas	1499 El Oso Dr	San Jose	CA	95129-4917
Carlos	Romagosa	5181 Discovery Ave	San Jose	CA	95111-2809
Carlos	Vasquez	5197 Discovery Ave	San Jose	CA	95111-2809
Prisciliano & Carmen	Ceballos	5099 Discovery Ave	San Jose	CA	95111-2807
Javier & Margie	Villarreal	343 Grey Ghost Ave	San Jose	CA	95111-2824
Michael & Maria	Montes	341 Grey Ghost Ave	San Jose	CA	95111-2824
Vicente & Emerlinda	Arcelo	339 Grey Ghost Ave	San Jose	CA	95111-2824
Henry & Jean	Riley	335 Grey Ghost Ave	San Jose	CA	95111-2824
Miguel & Candace	Alarcon	333 Grey Ghost Ave	San Jose	CA	95111-2824
Roger	StDenis	7206 Via Corona	San Jose	CA	95139-1136
Flordeliza & Leonilo	Campit	327 Grey Ghost Ave	San Jose	CA	95111-2824
Trong	Tran	2873 Mantis Dr	San Jose	CA	95148-2136
Edna Raga	Houle	321 Grey Ghost Ave	San Jose	CA	95111-2824
Maricruz	Urbina	317 Grey Ghost Ave	San Jose	CA	95111-2824
Bank Of America Na		315 Grey Ghost Ave	San Jose	CA	95111-2824
Mario & Mirna	Funes	311 Grey Ghost Ave	San Jose	CA	95111-2824
Agustin & Martha	Flores	309 Grey Ghost Ave	San Jose	CA	95111-2824
Patricia	Villa	307 Grey Ghost Ave	San Jose	CA	95111-2824
Sherry & Jared	Maxwell	305 Grey Ghost Ave	San Jose	CA	95111-2824
Thomas & Connie	Morrison	295 Grey Ghost Ave	San Jose	CA	95111-4042
Boris	Khasin	320 Battle Dance Dr	San Jose	CA	95111-4002
Stephen & Anne	Cameron	319 Battle Dance Dr	San Jose	CA	95111-4003
Susan	Uemura				
Sai Luen	Ting	164 Knightshaven Way	San Jose	CA	95111-3742
Van Nhan	Do	4022 Carracci Ln	San Jose	CA	95135-1170
Matthew	Minser	333 Roeder Ct	San Jose	CA	95111-4057
Mirella & Alistair	Burton	344 Armed Ct	San Jose	CA	95111-4001
Mariana	Cabanayan	352 Armed Ct	San Jose	CA	95111-4001
Javier & Maria	Figueroa	5542 Monterey Hwy #205	San Jose	CA	95138-1529
Lloyd	Pereira	351 Armed Ct	San Jose	CA	95111-4001
Bertha	Picazo	345 Armed Ct	San Jose	CA	95111-4001
Crystal & Philip	Piseno Sr.	374 War Admiral Ave	San Jose	CA	95111-2759
Carmen	DeSalazar	382 War Admiral Ave	San Jose	CA	95111-2759
Lorena	Martinez	396 War Admiral Ave	San Jose	CA	95111-2759
Tania	O'Hara	1965 Curnter Ave	San Jose	CA	95124-0000
Tuc	Vo	467 Branham Ln E	San Jose	CA	95111-2756
Sergio & Margarita	Garcia	5476 Shadowcrest Way	San Jose	CA	95123-3026
Ronald & Joan	Mackin	15454 Via Caballero	Monte Sereno	CA	95030-2102
Kwan	Cheng	2202 Chisin St	San Jose	CA	95121-3214
Gaspare & Amalia	DeSimone	4642 Park Norton Pl	San Jose	CA	95136-2523
Thiet & Khanh	Tran	2002 Abbey Ln	Campbell	CA	95008-2708
Samuel & Valeria	Dominguez	531 N Abbott Ave	Milpitas	CA	95035-3801
Miguel & Hortencia	Rangel	6660 Fairview Rd	Hollister	CA	95023-9311

Jesus	Carrasco	580 N 16th St	San Jose	CA	95112-1730
Helen	Tran	18915 Tilson Ave	Cupertino	CA	95014-3656
Minh	LaDuc	1126 Quail Creek Cir	San Jose	CA	95120-4169
Mark	Drottz	430 Osgood Ct	San Jose	CA	95111-2769
Darshan & Balraj	Kahlon	6503 Rio De Onar Way	Elk Grove	CA	95757-3490
Mahendra & Ravina	Mishra	5080 Calwa Ct	San Jose	CA	95111-3909
Mahendra & Ravina	Mishra	5080 Calwa Ct	San Jose	CA	95111-3909
Tony Quy	Nguyen	5282 Snow Dr	San Jose	CA	95111-2752
Rogelio & Eleanor	Ascencio	1622 Cherry Grove Dr	San Jose	CA	95125-5509
Ted	Tran	5268 Snow Dr	San Jose	CA	95111-2752
Juan	Contreras	5262 Snow Dr	San Jose	CA	95111-2752
Marlene	Ferrari	10410 Clayton Rd	San Jose	CA	95127-4300
Alicia	Inafuku				
Juan	Ramirez	1649 Jessica Way	San Jose	CA	95121-1642
Joe & Dora	Yee	6508 Alyssa Ct	San Jose	CA	95138-1307
Yvonne	Nguyen	332 Battle Dance Dr	San Jose	CA	95111-4002
Yvonne	Nguyen	332 Battle Dance Dr	San Jose	CA	95111-4002
John & Donna	Lindquist	1314 Crossgates Ln	San Jose	CA	95120-3913
John & Donna	Lindquist	1270 S Winchester Blvd #127	San Jose	CA	95128-3921
Reinaldo	DaSilva	573 Bucher Ave	Santa Clara	CA	95051-6203
Rosalba	Guzman	376 Battle Dance Dr	San Jose	CA	95111-4002
Jose & Irma	Torres	384 Battle Dance Dr	San Jose	CA	95111-4002
Manuel & Esmeria	Quaresma	3856 Quail Canyon Rd	San Jose	CA	95148-2418
Hector	Hernandez	585 Branham Ln E	San Jose	CA	95111-2849
Mauro & Maria	Batres	575 Branham Ln E	San Jose	CA	95111-2849
Leh-Ren	Shieh	1759 Westhaven Dr	San Jose	CA	95132-1781
Johnny & Mary	Estrada	Po Box 53416	San Jose	CA	95153-0416
1819 Rs LP		1609 Pebble Beach Ct	Milpitas	CA	95035-7607
R Peter	Soerenssen	5242 Snow Dr	San Jose	CA	95111-2739
Ricky	Tijani	38112 Cambridge Ct	Fremont	CA	94536-5277
Trilesnik Management Inc		3031 Tisch Way #50	San Jose	CA	95128-2520
Michiko	Sanford	345 Roeder Ct	San Jose	CA	95111-4057
Community Housing Developers Inc		1245 S Winchester Blvd #200	San Jose	CA	95128-3908
Community Housing Developers Inc		1245 S Winchester Blvd #200	San Jose	CA	95128-3908
Ravinder	Kumar	3051 Delta Rd	San Jose	CA	95135-1013
Joseph & Susan	Meyer	14713 Main St	Alachua	FL	32615-8596
Tony & Rebecca	Bamberger	5127 Giusti Dr	San Jose	CA	95111-2718
Ruben & Gloria	Vaca	5131 Giusti Dr	San Jose	CA	95111-2718
Larry Trilong	Nguyen	5135 Giusti Dr	San Jose	CA	95111-2718
San Jose City Of		Snow Dr	San Jose	CA	95111-0000
Weili Investments LLC		1891 Junesong Way	San Jose	CA	95133-1186
Quang Kim	Tran	739 Creekfield Dr	San Jose	CA	95136-1068
Van	Nguyen	5174 Giusti Dr	San Jose	CA	95111-2717
Urbano	Ayala	5170 Giusti Dr	San Jose	CA	95111-2717
Matthew	Landers	1972 Johnston Ave	San Jose	CA	95125-2560
Antonio & Maria	Pulido	5162 Giusti Dr	San Jose	CA	95111-2751

Jaime	Delgado	5160 Giusti Dr	San Jose	CA	95111-2717
Lisa	Andalon	5156 Giusti Dr	San Jose	CA	95111-2717
Danny & Donna	Vo	29362 Starshine Dr	Menifee	CA	92584-7577
Lal & Malkit	Toor	469 Coventry Pl	Danville	CA	94506-1257
Grimm LLC		1023 Parma Way	Los Altos	CA	94024-4858
Gustavo & Marcela	Deltoro	5123 Snow Dr	San Jose	CA	95111-2733
	LeDonna & Quang	5127 Snow Dr	San Jose	CA	95111-2733
Esmeraldo	Esposo Jr.	4952 Avenida De Lago	Santa Clara	CA	95054-1408
Beach Mtg Ln	Long	5143 Snow Dr	San Jose	CA	95111-2733
Tan Chi	Huynh	5151 Snow Dr	San Jose	CA	95111-2733
Francisco & Isabelle	Capistrano	3383 Quesada Dr	San Jose	CA	95148-2141
Jose & Alicia	Gil	3251 Cuesta Dr	San Jose	CA	95148-1602
Joe	Candeias	2035 Flintwick Ct	San Jose	CA	95148-1314
Wai Yan	Chow	1570 Mount Shasta Ave	Milpitas	CA	95035-6935
Jose & Maria	Seli	3485 Whitman Way	San Jose	CA	95132-3165
Clemente	Amador-Ibanez	5178 Snow Dr	San Jose	CA	95111-2732
Wilbert	Esquivel	5174 Snow Dr	San Jose	CA	95111-2732
Odon	Amador-Ibanez	5170 Snow Dr	San Jose	CA	95111-2732
Teofilo	Gonzalez	5166 Snow Dr	San Jose	CA	95111-2732
Thanh	Hui	43529 Euclid Dr	Fremont	CA	94539-5920
Vivien	Graham	940 Stonehurst Way	Campbell	CA	95008-5619
Mai & Dean	Daily	131 Forsum Ct #ct	San Jose	CA	95138-1902
Israel	Arreola	5150 Snow Dr	San Jose	CA	95111-2732
Mark	Drottz	28795 W East Buena Vista Ct	Santa Nella	CA	95322-0000
Flor	Deruiz	5142 Snow Dr	San Jose	CA	95111-2732
Negin	Imani	5138 Snow Dr	San Jose	CA	95111-2732
Jose	Duarte	5134 Snow Dr	San Jose	CA	95111-2732
Alfredo	Barajas	4902 Wellington Park Dr	San Jose	CA	95136-2949
Thi	Nguyen	35 Park Belmont Pl	San Jose	CA	95136-0000
Lois	Allen	1660 Mv Vernon Dr	San Jose	CA	95125-0000
Amado	Orozco	5118 Snow Dr	San Jose	CA	95111-2732
Michael	Dennison	5114 Snow Dr	San Jose	CA	95111-2732
San Jose City Of					00000-0000
Kai	Liang	4591 Middle Park Dr	San Jose	CA	95135-1535
Toribio & Luz	Valdivia	15185 Monterey St	Morgan Hill	CA	95037-5436
Branko & Mara	Lovric	694 Elizabeth Way	Hayward	CA	94544-7737
Long	Huynh	5200 Snow Dr	San Jose	CA	95111-2764
Masae	Toller	2713 Tioga Ave	Oakdale	CA	95361-8025
Chris	Truong	6967 Rockton Ave	San Jose	CA	95119-1327
Ninfa	Jauregui	445 Grey Ghost Ave	San Jose	CA	95111-2828
Jovita	Meza	437 Grey Ghost Ave	San Jose	CA	95111-2828
Virginia & Kelly	Pitts	431 Grey Ghost Ave	San Jose	CA	95111-2828
James & Sharon	Favinger II	425 Grey Ghost Ave	San Jose	CA	95111-2828
Sinh	Lam	419 Grey Ghost Ave	San Jose	CA	95111-2828
Ramon & Connie	Ortiz	1809 New Chesham Ct	Modesto	CA	95355-9290
Alfonso	Munoz	405 Grey Ghost Ave	San Jose	CA	95111-2828
Ventura & Teresa	Pimentel	399 Grey Ghost Ave	San Jose	CA	95111-2825
Ramon	Martinez	391 Grey Ghost Ave	San Jose	CA	95111-2825
Win Lwin	Tun	385 Grey Ghost Ave	San Jose	CA	95111-2825

Amparo	Ayala	85 Park Oxford Pl	San Jose	CA	95136-2525
Cesar	Ponce				
Uriel	Lopez	365 Grey Ghost Ave	San Jose	CA	95111-2825
Ramona	Moreno	1299 E Julian St #19	San Jose	CA	95116-1014
Raj	Reehal	5098 Discovery Ave	San Jose	CA	95111-2806
Rick & June	Gaan	520 Cringle Dr	Redwood City	CA	94065-1136
Jeffry	Gosal	3660 Summit Ridge Ct	San Jose	CA	95148-3206
Alberto	Fonseca	389 Swaps Dr	San Jose	CA	95111-2842
Rafael	Heredia	379 Swaps Dr	San Jose	CA	95111-2842
Elbert & Careesa	Travis	371 Swaps Dr	San Jose	CA	95111-2842
Abigail & Salvador	Morales	363 Swaps Dr	San Jose	CA	95111-2842
Louis & Anetta	Chow	11518 Swift Water Cir	Orlando	FL	32817-1421
Sylvia	Delpier	6217 Wehner Way	San Jose	CA	95135-1445
Ronald & Joyce	Connolly	341 Swaps Dr	San Jose	CA	95111-2842
Kenneth & Lucia	Arechiga	333 Swaps Dr	San Jose	CA	95111-2842
Christoper & Silvana	Lopez	325 Swaps Dr	San Jose	CA	95111-2842
Antionette	Briggs	317 Swaps Dr	San Jose	CA	95111-2842
Jerome	Chang	309 Swaps Dr	San Jose	CA	95111-2842
Eugenia	Colin	399 S Pastoria Ave	Sunnyvale	CA	94086-5927
Jose & Alma	Cadenas	5106 Discovery Ave	San Jose	CA	95111-2808
Karen	Peneueta	358 Grey Ghost Ave	San Jose	CA	95111-2826
Michael & Alice	Depiano	364 Grey Ghost Ave	San Jose	CA	95111-2826
Martin	Arciniega Jr.	370 Grey Ghost Ave	San Jose	CA	95111-2826
Byron	Cheang	378 Grey Ghost Ave	San Jose	CA	95111-2826
Matt	Cantrell	384 Grey Ghost Ave	San Jose	CA	95111-2826
Nazario & Margarita	Ramos	390 Grey Ghost Ave	San Jose	CA	95111-2826
Angel	Rosiles	398 Grey Ghost Ave	San Jose	CA	95111-2826
Peter	Silva	404 Grey Ghost Ave	San Jose	CA	95111-2861
Cora	Okubo	410 Grey Ghost Ave	San Jose	CA	95111-2861
Chi	To	5245 Carryback Ave	San Jose	CA	95111-2850
Morgan Stanley Abs 2007-He5		395 Indian Broom Dr	San Jose	CA	95111-2830
Marcos & Iris	Galdamez	387 Indian Broom Dr	San Jose	CA	95111-2830
Lilly	Sujo-De-Pineda	379 Indian Broom Dr	San Jose	CA	95111-2830
Hoang & Son	Nguyen	371 Indian Broom Dr	San Jose	CA	95111-2830
Tonya	Maudlin	365 Indian Broom Dr	San Jose	CA	95111-2830
Bruce	Nguyen	359 Indian Broom Dr	San Jose	CA	95111-2830
Marisela	Vega	351 Indian Broom Dr	San Jose	CA	95111-2830
John	Corrales	Po Box 2226	Los Gatos	CA	95031-2226
Antonio Rojas	Cortes	335 Indian Broom Dr	San Jose	CA	95111-2830
Cruz	Nieves	327 Indian Broom Dr	San Jose	CA	95111-2830
Jimmy	Oliviera	319 Indian Broom Dr	San Jose	CA	95111-2830
James & Marcella	Graves	311 Indian Broom Dr	San Jose	CA	95111-2830
Lawrence & Debra	Robben	5152 Discovery Ave	San Jose	CA	95111-2810
Daniel & Misuk	Schipper	5140 Discovery Ave	San Jose	CA	95111-2810
Matthew & Rosita	Stetten	310 Swaps Dr	San Jose	CA	95111-2841
Bohdan & Linda	Szkoropad				
Larry & Brenda	Mehringer	18709 Westview Dr	Saratoga	CA	95070-3542
Araceli	Suazo	334 Swaps Dr	San Jose	CA	95111-2841
Enrique & Dora	Lopez	342 Swaps Dr	San Jose	CA	95111-2841
Rehabilitation Ptrs	Community	2698 Berryessa Rd	San Jose	CA	95132-2900

Rebecca	Salazar	358 Swaps Dr	San Jose	CA	95111-2841
Rosa	Farfan	364 Swaps Dr	San Jose	CA	95111-2841
Frank	Smith	372 Swaps Dr	San Jose	CA	95111-2841
Daniel & Laura	Abihider	454 Ariel Dr	San Jose	CA	95123-4207
Lola	Johnson	388 Swaps Dr	San Jose	CA	95111-2841
Chad	Koehn	5235 Carryback Ave	San Jose	CA	95111-2850
Joe & Sylvia	Hernandez	5381 Carryback Ave	San Jose	CA	95111-2857
Nguyen Phuong Loan Tran		385 Whirlaway Dr	San Jose	CA	95111-2847
Thomas & Christine	Oakes	377 Whirlaway Dr	San Jose	CA	95111-2847
Joseph & Sherri	Miclette	369 Whirlaway Dr	San Jose	CA	95111-2847
Sophal	Nhieu	361 Whirlaway Dr	San Jose	CA	95111-2847
Desi & Ernestine	Romero Jr.	353 Whirlaway Dr	San Jose	CA	95111-2847
Salvador	Huitron	345 Whirlaway Dr	San Jose	CA	95111-2847
Tuyen & Wendy	To	337 Whirlaway Dr	San Jose	CA	95111-2847
Terry	Morgan	327 Whirlaway Dr	San Jose	CA	95111-2847
Carolyn	Singleton	321 Whirlaway Dr	San Jose	CA	95111-2847
Kenneth	Gallardo II	876 Castro St	San Francisco	CA	94114-2809
Harry & Elizabeth	Leong Jr.	305 Whirlaway Dr	San Jose	CA	95111-2847
Rance &	Delong	25700 Adams Rd	Los Gatos	CA	95033-8177
Joseph & Sambo	Mathew	289 Whirlaway Dr	San Jose	CA	95111-2847
Dang	Mai	3241 Delta Rd	San Jose	CA	95135-1111
Romanita	Leong	5180 Discovery Ave	San Jose	CA	95111-2811
Roy & Ofilia	Leon-Guerrero	312 Indian Broom Dr	San Jose	CA	95111-2829
Rodolfo & Erika	Hernandez	318 Indian Broom Dr	San Jose	CA	95111-2829
	LeChau	326 Indian Broom Dr	San Jose	CA	95111-2829
Kenneth & Nancy	Martin	334 Indian Broom Dr	San Jose	CA	95111-2829
Esther	Lozano	342 Indian Broom Dr	San Jose	CA	95111-2829
Gary	Calhoun	350 Indian Broom Dr	San Jose	CA	95111-2829
Antonio & Eugenia	Borja	358 Indian Broom Dr	San Jose	CA	95111-2829
Billy & Peggy	Golden	364 Indian Broom Dr	San Jose	CA	95111-2829
Tram	Nguyen	370 Indian Broom Dr	San Jose	CA	95111-2829
H	LeBao	378 Indian Broom Dr	San Jose	CA	95111-2829
Zayar	Soe	384 Indian Broom Dr	San Jose	CA	95111-2829
Leticia	Rodriguez	392 Indian Broom Dr	San Jose	CA	95111-2829
Vince	Rosengren	5367 Carryback Ave	San Jose	CA	95111-2857
Jose & Levita	Abuan	405 Whirlaway Dr	San Jose	CA	95111-2860
Ivy & Raymond	Yee	5280 Carryback Ave	San Jose	CA	95111-2801
Cammie	Ward	5272 Carryback Ave	San Jose	CA	95111-2801
Carlos & Gloria	Vazquez	5266 Carryback Ave	San Jose	CA	95111-2801
Roberto	Flores	5258 Carryback Ave	San Jose	CA	95111-2801
William	McDonald	5250 Carryback Ave	San Jose	CA	95111-2801
Allen & Antonia	Itanen	5244 Carryback Ave	San Jose	CA	95111-2801
Bruce & Mary	Peterson	5236 Carryback Ave	San Jose	CA	95111-2801
Edgar & Amanda	Montoya	5228 Carryback Ave	San Jose	CA	95111-2801
Charles & Diane	Reade	5222 Carryback Ave	San Jose	CA	95111-2801
Ramon	Lopez	5216 Carryback Ave	San Jose	CA	95111-2801
Zegay	Siyoum	5210 Carryback Ave	San Jose	CA	95111-2801
Ignacio & Belen	Barajas	444 Grey Ghost Ave	San Jose	CA	95111-2827
Umematsu & Elizabeth	Suhama	5213 Great Oaks Dr	San Jose	CA	95111-2820

Luis	Maldonado	5221 Great Oaks Dr	San Jose	CA	95111-2820
Salvador & Mary	Mendoza	5229 Great Oaks Dr	San Jose	CA	95111-2820
Huynhha	Nguyen	5237 Great Oaks Dr	San Jose	CA	95111-2820
Juan	Castellon	5243 Great Oaks Dr	San Jose	CA	95111-2820
J Jesus	Salgado	5251 Great Oaks Dr	San Jose	CA	95111-2820
Jaime & Leyla	Moran	5259 Great Oaks Dr	San Jose	CA	95111-2820
Manuel & Ernestina	Luis	5263 Great Oaks Dr	San Jose	CA	95111-2820
Martin & Guillermina	Solorio	5267 Great Oaks Dr	San Jose	CA	95111-2820
Pedro & Lucia	Hernandez	5275 Great Oaks Dr	San Jose	CA	95111-2820
Jose & Gizelia	Serpa	5281 Great Oaks Dr	San Jose	CA	95111-2820
Susan	Reeves	5289 Great Oaks Dr	San Jose	CA	95111-2820
Martha & Margarito	Torres	409 Whirlaway Dr	San Jose	CA	95111-2860
Oaks Water Co	Great	Po Box 23490	San Jose	CA	95153-3490
Israel	Leal	5392 Great Oaks Dr	San Jose	CA	95111-2821
		Po Box 23490	San Jose	CA	95153-3490
		Great Oaks Dr	San Jose	CA	95111-0000
Tuyet	Nguy	5384 Great Oaks Dr	San Jose	CA	95111-2821
Morris & Monique	Evans	5376 Great Oaks Dr	San Jose	CA	95111-2821
Luis & Juana	Gomez	5368 Great Oaks Dr	San Jose	CA	95111-2821
Mary	Amodeo	5360 Great Oaks Dr	San Jose	CA	95111-2821
Rosa	Saucedo	5352 Great Oaks Dr	San Jose	CA	95111-2821
Cathrine	Susanto	5346 Great Oaks Dr	San Jose	CA	95111-2821
K	LeAnnie	5163 Derek Dr	San Jose	CA	95136-3308
Chau Anh	Nguyen	5330 Great Oaks Dr	San Jose	CA	95111-2821
Keith & Emelia	Hirose	5322 Great Oaks Dr	San Jose	CA	95111-2821
Maria & Ramon	Alvarez	5314 Great Oaks Dr	San Jose	CA	95111-2821
Guillermo	Cerda	5306 Great Oaks Dr	San Jose	CA	95111-2821
Yin	Hui	3156 San Gabriel Way	Union City	CA	94587-2810
Ted & Wendy	Young	5282 Great Oaks Dr	San Jose	CA	95111-2819
S	Downey	5276 Great Oaks Dr	San Jose	CA	95111-2819
Resham	Lal	5268 Great Oaks Dr	San Jose	CA	95111-2819
Jose & Nilsa	Ugalde	5260 Great Oaks Dr	San Jose	CA	95111-2819
Carol	Yniguez	2353 Perich Ct	Mountain View	CA	94040-3857
Sergio	Villalvazo	5244 Great Oaks Dr	San Jose	CA	95111-2819
Sergio	Villalvazo	5236 Great Oaks Dr	San Jose	CA	95111-2819
Annie	Lieu	5228 Great Oaks Dr	San Jose	CA	95111-2819
Anthony & Teresa	Watson	5220 Great Oaks Dr	San Jose	CA	95111-2819
Federal Home Loan Mtg Corp		5212 Great Oaks Dr	San Jose	CA	95111-2819
Claudia	Aranda	5204 Great Oaks Dr	San Jose	CA	95111-2819
Irene	Martinez	5198 Great Oaks Dr	San Jose	CA	95111-2863
Susa Sandra		5298 Great Oaks Dr	San Jose	CA	95111-2819
Jesus & Estela	Cabadas	5210 Discovery Ave	San Jose	CA	95111-2812
Elizabeth	Pierce	282 Whirlaway Dr	San Jose	CA	95111-2848
Antonina	Delacruz	302 Whirlaway Dr	San Jose	CA	95111-2848
Antonina	Delacruz	302 Whirlaway Dr	San Jose	CA	95111-2848
Michael & Lilette	Rosete	3212 Remington Way	San Jose	CA	95148-2721
Chuong Bao	Nguyen	320 Whirlaway Dr	San Jose	CA	95111-2848
Jerry & Mary	Buckle	328 Whirlaway Dr	San Jose	CA	95111-2848
Nancy	Brown	336 Whirlaway Dr	San Jose	CA	95111-2848

Jeff & Laura	Ballard	344 Whirlaway Dr	San Jose	CA	95111-2848
Elizabeth	Onyewuenyi	352 Whirlaway Dr	San Jose	CA	95111-2848
Martin & Dina	Flores	360 Whirlaway Dr	San Jose	CA	95111-2848
Dat	Nguyen	368 Whirlaway Dr	San Jose	CA	95111-2848
Luber & Mary	Araya	376 Whirlaway Dr	San Jose	CA	95111-2848
Romualdo	Diaz-Tostado	384 Whirlaway Dr	San Jose	CA	95111-2848
Khoi Minh	Phan	340 Grey Ghost Ave	San Jose	CA	95111-2823
Juliana & Jose	Ledezma	5305 Carryback Ave	San Jose	CA	95111-2804
Russell & Connie	Poynter	5310 Carryback Ave	San Jose	CA	95111-2803
Antonio & Dominga	Gaspar	77 6495 Walua Rd	Kailua Kona	HI	96740-0000
Custodio	Ortiz	5307 Great Oaks Dr	San Jose	CA	95111-2822
Benancia	Dominguez	5315 Great Oaks Dr	San Jose	CA	95111-2822
Linda & Richard	Lopez	5325 Great Oaks Dr	San Jose	CA	95111-2822
David	Abel	2460 Night Shade Ln	Fremont	CA	94539-6524
Ildefonso & Luz	Viray Jr.	5337 Great Oaks Dr	San Jose	CA	95111-2822
Joe & Eva	Carabajal	5345 Great Oaks Dr	San Jose	CA	95111-2822
R Michael	Contro	12296 Farr Ranch Rd	Saratoga	CA	95070-6528
Bertha	Kriehn				
Phuong	Pham	5367 Great Oaks Dr	San Jose	CA	95111-2822
J Merced	Zepeda	5375 Great Oaks Dr	San Jose	CA	95111-2822
Ronald & Sandra	Romero	5383 Great Oaks Dr	San Jose	CA	95111-2822
Sean	Moore	5391 Great Oaks Dr	San Jose	CA	95111-2822
Covell Gary & Linda Liv & 28 & 90		14915 La Rinconada Dr	Los Gatos	CA	95032-1723
H & Phuong	LeHuy	5370 Carryback Ave	San Jose	CA	95111-2803
Van Duong	Au	5364 Carryback Ave	San Jose	CA	95111-2803
Lan & David	Chan	3264 Charmes Ct	San Jose	CA	95135-1100
Tony	Duong	5352 Carryback Ave	San Jose	CA	95111-2803
D E & Kathleen	McQuillis	5346 Carryback Ave	San Jose	CA	95111-2803
Glenda	Sims	5340 Carryback Ave	San Jose	CA	95111-2803
Noel	Nicdao	5334 Carryback Ave	San Jose	CA	95111-2803
Tung & Quynh	Nguyen	5328 Carryback Ave	San Jose	CA	95111-2803
Gene & Gloria	Stamps	5322 Carryback Ave	San Jose	CA	95111-2803
Timothy & Jean	Pleasant	691 Bold Dr	San Jose	CA	95111-2611
Deborah	Flores	Market St	Gilroy	CA	95020-0000
Rene & Charles	Rodgers	320 Market St	Gilroy	CA	95020-9106
Unified	Gilroy		Gilroy	CA	95020-0000
Leonard Vernon Life Estate		264 4th St	Gilroy	CA	95020-5115
Unified Sch Dist	Gilroy	264 4th St	Gilroy	CA	95020-5115
Pac LLC		1480 E Main Ave	Morgan Hill	CA	95037-3201
Martin Limited Part		7888 Wren Ave #b120	Gilroy	CA	95020-4964
Lou Kate Inc		1667 Milroy Pl	San Jose	CA	95124-4723
Cong	LeNam	545 Paseo Refugio	Milpitas	CA	95035-3907
Lynn	Hoefert	405 Lena Ave	Gilroy	CA	95020-9108
Leonard & Carmen	Bettencourt	395 Lena Ave	Gilroy	CA	95020-9083
Scvwd		5750 Almaden Expy	San Jose	CA	95118-3614
Tojino		225 Lena Ave	Gilroy	CA	95020-9082
Estanislao & Martha	Haro				
Vernon	Schofield	505 Broadway	Gilroy	CA	95020-4341
Timothy	Chen	15221 Skyview Dr	San Jose	CA	95132-3016

Cesar & Maribel	Campoy	11125 Columbet Ave	Gilroy	CA	95020-8935
Steven & Dena	Malech	1025 Masten Ave	Gilroy	CA	95020-8902
Anita Lucile	Turk	905 Lena Ave	Gilroy	CA	95020-8940
David & Maria	Petersen	11201 Columbet Ave	Gilroy	CA	95020-8935
Valerie & Marcello	Danna	11145 Columbet Ave	Gilroy	CA	95020-8935
Erin	Gil	602 Palm Ave	Morgan Hill	CA	95037-9351
Charles & Marie	Obrien	685 Lena Ave #a	Gilroy	CA	95020-9247
Raul & Lidia	Arriaga	415 Lena Ave	Gilroy	CA	95020-9108
Timothy	Chen	15221 Skyview Dr	San Jose	CA	95132-3016
C V W	S	5750 Almaden Expy	San Jose	CA	95118-3614
California State Of			Gilroy	CA	95020-0000
Harish & Ila	Patel	8955 Monterey Rd	Gilroy	CA	95020-7344
Anita	Turk	1145 Ortega Cir	Gilroy	CA	95020-5317
Anita Lucile	Turk	905 Lena Ave	Gilroy	CA	95020-8940
Mahmood & Mariam	Hassan	181 Tierra Del Sol	Hollister	CA	95023-6918
Robert	Malech				
Joe & Honoria	Rosa	1015 Masten Ave	Gilroy	CA	95020-8902
Santa Clara County		10810 N Name Uno	Gilroy	CA	95020-9209
Marshal	Bogle	9911 Oak Knoll Dr	Oakdale	CA	95361-9579
Marshal	Bogle	9911 Oak Knoll Dr	Oakdale	CA	95361-9579
George & Sandra	Sammut	645 Rucker Ave	Gilroy	CA	95020-8903
Francisco	Naranjo	625 Rucker Ave	Gilroy	CA	95020-8903
Francisco & Lourdes	Naranjo	645 Rucker Ave	Gilroy	CA	95020-8903
Yoshie	Shintani	615 Rucker Ave	Gilroy	CA	95020-8903
Marshal	Bogle	9911 Oak Knoll Dr	Oakdale	CA	95361-9579
Michael	Dwight	10640 La Corte Ln	Gilroy	CA	95020-9245
Robert & Joanne	Giammona	10645 La Corte Ln	Gilroy	CA	95020-9245
James	Corda	10665 Carolyn Ct	Gilroy	CA	95020-9243
Joann	Kessler	12705 Sycamore Ave	San Martin	CA	95046-9531
Santa Clara County		58 Juniper Dr #5h	White River Junction	VT	05001-2300
Guillermo	Banuelos Jr.	1166 West Ave	Gustine	CA	95322-1708
Lucy	Walsh				
H	LeNhien	2046 Wendover Ln	San Jose	CA	95121-1470
C V W	S	5750 Almaden Expy	San Jose	CA	95118-3614
Fernando	Ortiz	13615 Mammini Ct	San Martin	CA	95046-9680
John & Maxine	Demaria	13665 Mammini Ct	San Martin	CA	95046-9680
Wayne & Lana	Foletta	13605 Mammini Ct	San Martin	CA	95046-9680
Frank	Delgado	13595 Mammini Ct	San Martin	CA	95046-9641
Efrain	Romero	13585 Mammini Ct	San Martin	CA	95046-9641
Steven & Marguerite	Kroff	13575 Mammini Ct	San Martin	CA	95046-9641
Lloyd & Inez	Martin	14010 Columbet Ave	San Martin	CA	95046-9710
C V W	S	5750 Almaden Expy	San Jose	CA	95118-3614
Robert &	McBride	13545 Sycamore Ave	San Martin	CA	95046-9796
Eugene & Laverne	Mammini	Po Box 25	Mi Wuk Village	CA	95346-0025
Kim-Ahn	Nguyen	15280 Bowden Ct	Morgan Hill	CA	95037-9658
San Martin Group Partnership		310 E 11th Ave	Bowling Green	KY	42101-2635
Windmill Mini Storage LLC		13585 Sycamore Ave	San Martin	CA	95046-9796

John	Powell	Po Box 3200	San Jose	CA	95156-3200
John	Powell	Po Box 3200	San Jose	CA	95156-3200
Scvwd		5750 Almaden Expy	San Jose	CA	95118-3614
Johnny	Estrada	Po Box 53416	San Jose	CA	95153-0416
Rafael & Haydee	Gomez	13145 Murphy Ave	San Martin	CA	95046-9527
Llagas LLC		440 N 1st St #200	San Jose	CA	95112-4072
Rafael & Haydee	Gomez	13145 Murphy Ave	San Martin	CA	95046-9527
Santa Clara County		13055 Murphy Ave	San Martin	CA	95046-0000
Llagas LLC		440 N 1st St #200	San Jose	CA	95112-4072
Carla	Chambers	1650 Hood Ct	Santa Clara	CA	95051-2815
Mary	Zanger	6601 Pacheco Pass Hwy	Hollister	CA	95023-9521
C V W	S	5750 Almaden Expy	San Jose	CA	95118-3614
C V W	S	5750 Almaden Expy	San Jose	CA	95118-3614
Mario	Stefanini	1351 Weaver Dr	San Jose	CA	95125-3730
George & Donna	Hazleton	13065 Sycamore Ave	San Martin	CA	95046-9589
Tractor Co	Peterson	955 Marina Blvd	San Leandro	CA	94577-3440
Yolanda	Munoz	3601 Rue Mirassou	San Jose	CA	95148-4305
Oaks Water Co	Great	Po Box 23490	San Jose	CA	95153-3490
Ralph	Scrivano	1001 Lunaai Pl	Kailua	HI	96734-4631
Ralph	Scrivano	1001 Lunaai Pl	Kailua	HI	96734-4631
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
Tesoro Sierra Props LLC		300 Concord Plaza Dr	San Antonio	TX	78216-6903
Aimco Monterey Grove Apts LLC		Po Box 111397	Carrollton	TX	75011-1397
Hometown Monterey Oaks LLC		150 N Wacker Dr #2800	Chicago	IL	60606-1610
San Jose City Of		Monterey Rd	San Jose	CA	95138-0000
Hunter Bernal LLC		10121 Miller Ave #200	Cupertino	CA	95014-3469
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
California State Of		Bernal Rd	San Jose	CA	95119-0000
Santa Clara County			San Jose	CA	95138-0000
Church Of The Crossroads Sc Vly		5883 Eden Park Pl	San Jose	CA	95138-1800
Sff Realty Fnd LP		155 Montgomery St #1600	San Francisco	CA	94104-4121
County Of Santa Clara		389 Silicon Valley Blvd	San Jose	CA	95138-1858
360 Global Venture Group LLC		1355 N 4th St	San Jose	CA	95112-4714
Mpj-A		1690 Dell Ave	Campbell	CA	95008-6901
360 Global Venture Group LLC		1355 N 4th St	San Jose	CA	95112-4714
Oaks Water Co	Great	Po Box 23490	San Jose	CA	95153-3490
Noip Rue Ferrari-San Jose	Trt	5853 Rue Ferrari #20	San Jose	CA	95138-1857

Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
Marquez Investment Group LLC		5801 Rue Ferrari	San Jose	CA	95138-1857
Marquez Investment Group LLC		5801 Rue Ferrari	San Jose	CA	95138-1857
Pepper Lane-Ferrari & Raby LLC		15729 Los Gatos Blvd #200	Los Gatos	CA	95032-2555
Sunrise Telecom Inc		302 Enzo Dr	San Jose	CA	95138-1860
Mersho Investments LLC		1681 Lucca Pl	San Jose	CA	95138-2114
Oaks Water Co	Great	Po Box 23490	San Jose	CA	95153-3490
Farrell	Rand	5855 Silver Leaf Rd	San Jose	CA	95138-1810
Khalil & Karen	Ahmari	5851 Silver Leaf Rd	San Jose	CA	95138-1810
Mohammed & Bader	Siddiq	5847 Silver Leaf Rd	San Jose	CA	95138-1810
Matt & Joan	Cheung	22204 Mcclellan Rd	Cupertino	CA	95014-4061
Trang Thuy	Nguyen	5839 Silver Leaf Rd	San Jose	CA	95138-1810
Guru Investments LLC		44967 Vista Del Sol	Fremont	CA	94539-0000
Christopher	Caldewey	5831 Silver Leaf Rd	San Jose	CA	95138-1810
David & Susan	Markham	1474 Hicks Ave	San Jose	CA	95125-3821
Rollie	Pascua	122 Southsun Ct	San Jose	CA	95138-1823
Angeles & Manuel	Pascua	128 Southsun Ct	San Jose	CA	95138-1823
Catherine	Fazo-Dollarhide	134 Southsun Ct	San Jose	CA	95138-1823
Bruce & Ruth	Hoyman	140 Southsun Ct	San Jose	CA	95138-1823
Michael	Bui	146 Southsun Ct	San Jose	CA	95138-1823
Donald & B	Smith	152 Southsun Ct	San Jose	CA	95138-1823
Juan & Juana Marcela	Munoz	158 Southsun Ct	San Jose	CA	95138-1823
Wamu Mortgage Series 2005-Ar15		164 Southsun Ct	San Jose	CA	95138-1823
Reynold & Victoria	Pascua	163 Southsun Ct	San Jose	CA	95138-1823
Dana & Theresa	Lavoie	7552 Phinney Pl	San Jose	CA	95139-1439
Nieva Pascua	Lim	151 Southsun Ct	San Jose	CA	95138-1823
Enriquez	Medelin	4500 The Woods Dr #2121	San Jose	CA	95136-4628
Troed & Cynthia	Johnson	115 Southsun Ct	San Jose	CA	95138-1823
Maria	Perez-Castro	5827 Silver Leaf Rd	San Jose	CA	95138-1809
Chung-Hsing	Chou	Po Box 2396	Sunnyvale	CA	94087-0396
Long	Ha	5819 Silver Leaf Rd	San Jose	CA	95138-1809
Thi	LeThanh-Tam	5815 Silver Leaf Rd	San Jose	CA	95138-1809
Richard	Esparza	22593 Woodridge Ct	Cupertino	CA	95014-2674
A & Achamma	Thomas	5807 Silver Leaf Rd	San Jose	CA	95138-1809
Aleksandr & Oksana	Napadiy	5803 Silver Leaf Rd	San Jose	CA	95138-1809
Rosa Shau	Shieh	Po Box 373	Menlo Park	CA	94026-0373
Calvin	Shiu	114 Southview Ct	San Jose	CA	95138-1824
Saraellen	Daniel	120 Southview Ct	San Jose	CA	95138-1824
Dong Duc	Nguyen	128 Southview Ct	San Jose	CA	95138-1824
Susan	Ner	136 Southview Ct	San Jose	CA	95138-1824
Larry & Gisela	Staton	144 Southview Ct	San Jose	CA	95138-1824
Carla	Bolden	11463 Mirage Dr	Chowchilla	CA	93610-8027
Richard	Hansen	Po Box 1228	Alviso	CA	95002-1228
Ruben & Elvira	Hidalgo	145 Southview Ct	San Jose	CA	95138-1824

Kanaiyalal & Anita	Patel	137 Southview Ct	San Jose	CA	95138-1824
Laura & Jose	Alvarez	129 Southview Ct	San Jose	CA	95138-1824
Thien Duc	Nguyen	121 Southview Ct	San Jose	CA	95138-1824
Geoffrey & Chizoba	Nwosu	115 Southview Ct	San Jose	CA	95138-1824
Douglas & Olena	McLin	107 Southview Ct	San Jose	CA	95138-1824
Lauro	Dalag	109 Tennant Ave	San Jose	CA	95138-1831
Carol	Dalag	1815 Silverwings Ct	Morgan Hill	CA	95037-9002
Yu-Nian & Al-Ling	Hsieh	1083 Foxhurst Way	San Jose	CA	95120-4226
Crystal	Knode	5945 Southoaks Ct	San Jose	CA	95138-1818
Tri	Duong	5941 Southoaks Ct	San Jose	CA	95138-1818
Luu Thanh	Nguyen	5937 Southoaks Ct	San Jose	CA	95138-1818
Hung	Tran	5933 Southoaks Ct	San Jose	CA	95138-1818
Perla	Mendoza	5929 Southoaks Ct	San Jose	CA	95138-1818
Trinh Ngoc	Chu	5925 Southoaks Ct	San Jose	CA	95138-1818
Juan	Lopez	5919 Silver Leaf Rd	San Jose	CA	95138-1812
Cindy & David	Risner	5915 Silver Leaf Rd	San Jose	CA	95138-1812
Vanessa	Vu	5911 Silver Leaf Rd	San Jose	CA	95138-1812
Michael	La-Anyane	18330 Capistrano Way	Morgan Hill	CA	95037-2947
Gilbert & Debra	Guerra	5903 Silver Leaf Rd	San Jose	CA	95138-1812
Christopher & Albertina	Mendoza	5899 Silver Leaf Rd	San Jose	CA	95138-1810
Edward & Patricia	Dell	1264 Dapple Dawn Ln	Lincoln	CA	95648-8630
Richard & Lila	Denning	5891 Silver Leaf Rd	San Jose	CA	95138-1810
Jason & Emily	Wilkins	5887 Silver Leaf Rd	San Jose	CA	95138-1810
Arnab	Saha	14221 SW Barrows Rd	Beaverton	OR	97007-6131
Hai	Ong	5879 Silver Leaf Rd	San Jose	CA	95138-1810
Richard	Zrolka	5875 Silver Leaf Rd	San Jose	CA	95138-1810
T & Bich	LeHai	5871 Silver Leaf Rd	San Jose	CA	95138-1810
Quang	Nguyen	5867 Silver Leaf Rd	San Jose	CA	95138-1810
Martha	Castrillo	5863 Silver Leaf Rd	San Jose	CA	95138-1810
Asdullah	Ghavami	5859 Silver Leaf Rd	San Jose	CA	95138-1810
David & Linda	Carman	5858 Silver Leaf Rd	San Jose	CA	95138-1808
Mary Grace & Eddie	Reyes Sr.	5862 Silver Leaf Rd	San Jose	CA	95138-1808
Deborah	Smith	5866 Silver Leaf Rd	San Jose	CA	95138-1808
Toan Dinh	Bui	5870 Silver Leaf Rd	San Jose	CA	95138-1808
Dario & T	Estrabao				
Michael & Nancy	Gondron	5878 Silver Leaf Rd	San Jose	CA	95138-1808
Michael & Deborah	Dow	5882 Silver Leaf Rd	San Jose	CA	95138-1808
Chieu Quoc	Tang	5886 Silver Leaf Rd	San Jose	CA	95138-1808
Paul Kiyoshi	Matsui	5890 Silver Leaf Rd	San Jose	CA	95138-1808
Kwok	Waichoi	5894 Silver Leaf Rd	San Jose	CA	95138-1808
Dinesh & Anu	Barman	2843 Scott Mill Estates Dr	Jacksonville	FL	32257-5765
Paul	Pinkham	91 Southbrook Dr	San Jose	CA	95138-1815
Toni	Cerrudo	85 Southbrook Dr	San Jose	CA	95138-1815
Stephen	Soong	1809 N 115th Plz #3305	Omaha	NE	68154-4646
Barney & Michie	Shiroma				
Harry	Boshears Jr.	67 Southbrook Dr	San Jose	CA	95138-1815
Saleem	Muhammad	61 Southbrook Dr	San Jose	CA	95138-1815
Thomas	Kuruvilla	55 Southbrook Dr	San Jose	CA	95138-1815
Lam	Vo	1646 Morning Star Dr	Morgan Hill	CA	95037-9037
Richard	Walkup II	5890 Southview Dr	San Jose	CA	95138-1829

Gregorio & Rosalba	Becerra	5886 Southview Dr	San Jose	CA	95138-1829
Dinh	Van Chuong	5882 Southview Dr	San Jose	CA	95138-1829
Carl & Tanya	Whitley Jr.	60 Southport Ct	San Jose	CA	95138-1821
Eric	Troglia	66 Southport Ct	San Jose	CA	95138-1821
David	Tran	72 Southport Ct	San Jose	CA	95138-1821
Kenneth & Karen	Macdonald	78 Southport Ct	San Jose	CA	95138-1821
Bruce & Nancy	Goldstone	84 Southport Ct	San Jose	CA	95138-1821
Larry & Donnajo	Grate	90 Southport Ct	San Jose	CA	95138-1821
Onewest Bank		155 N Lake Ave	Pasadena	CA	91101-1848
Nadia		95 Southport Ct	San Jose	CA	95138-1821
David & Sandra	Chang	1004 Emma Ct	San Jose	CA	95120-4201
Wei & Jui	Tan	83 Southport Ct	San Jose	CA	95138-1821
J G & Linda	Idemoto	77 Southport Ct	San Jose	CA	95138-1821
Jeff & Lisa	Lockwood	71 Southport Ct	San Jose	CA	95138-1821
Steven & Rebecca	Rodgers	65 Southport Ct	San Jose	CA	95138-1821
Kha Van	Tran	59 Southport Ct	San Jose	CA	95138-1821
Praju & Stella	George	53 Southport Ct	San Jose	CA	95138-1821
Evalina & Frank	Ybarra	52 Southgate Ct	San Jose	CA	95138-1816
Liem	Nguyen	58 Southgate Ct	San Jose	CA	95138-1816
Ranjit & Jaswinder	Mann	64 Southgate Ct	San Jose	CA	95138-1816
Danny	Lam	20410 Town Center Ln #200	Cupertino	CA	95014-3230
Robert & Debbie	Cortez	76 Southgate Ct	San Jose	CA	95138-1816
Jpmorgan Chase Bank Na		82 Southgate Ct	San Jose	CA	95138-1816
Mahmood & Rabia	Khan	17450 Phillips Ave	Los Gatos	CA	95030-7566
Amy	Acuna	94 Southgate Ct	San Jose	CA	95138-1816
Jeffery	Boles	99 Southgate Ct	San Jose	CA	95138-1816
Robert & Camlien	Gienger	93 Southgate Ct	San Jose	CA	95138-1816
Johnny & Eva	Saldivia				
Lillie	Thames	81 Southgate Ct	San Jose	CA	95138-1816
Gustavo & Alicia	Gutierrez	75 Southgate Ct	San Jose	CA	95138-1816
Stephen & Mary	George	69 Southgate Ct	San Jose	CA	95138-1816
Martin & Patricia	Marovich	63 Southgate Ct	San Jose	CA	95138-1816
Sun & Kyung	Kim	57 Southgate Ct	San Jose	CA	95138-1816
Thomas & Kelly	Byrne	51 Southgate Ct	San Jose	CA	95138-1816
Thanh Bao	Nguyen	5902 Southview Dr	San Jose	CA	95138-1830
Jeanette	Sica	5905 Southbrook Ct	San Jose	CA	95138-1813
Joseph	Cabeliza	5911 Southbrook Ct	San Jose	CA	95138-1813
Liem Thanh	Nguyen	5917 Southbrook Ct	San Jose	CA	95138-1813
Douglas & Gina	Fogel	5923 Southbrook Ct	San Jose	CA	95138-1813
Sudarshan & Saraswathi	Bhat	5929 Southbrook Ct	San Jose	CA	95138-1813
N	LeHai	5935 Southbrook Ct	San Jose	CA	95138-1813
Marilyn	Hellman	5941 Southbrook Ct	San Jose	CA	95138-1813
Yen	Bui	5947 Southbrook Ct	San Jose	CA	95138-1813
Lyall & Myong	Weiler	5940 Southbrook Ct	San Jose	CA	95138-1813
Michael & Agnes	Yee	1525 Red Tail Ct	Morgan Hill	CA	95037-9007
Tan	Pham	16360 Saint John Ct	Morgan Hill	CA	95037-7861
Shanawaz & Sayeeda	Syed	5916 Southbrook Ct	San Jose	CA	95138-1813

Debra	Kanagaki	5910 Southbrook Ct	San Jose	CA	95138-1813
Khoi	Vu	Po Box 361375	Milpitas	CA	95036-1375
Djemal & Ferhan	Mehmet	80 Southbrook Dr	San Jose	CA	95138-1814
Kevin	Bracamonte				
Teodulo & Sandra	Aguirre	92 Southbrook Dr	San Jose	CA	95138-1814
Hoa Cindy	Ta	33094 Canopy Ln	Lake Elsinore	CA	92532-2540
Samir & Nadia	Zeidan	5914 Silver Leaf Rd	San Jose	CA	95138-1811
William & Violeta	Henry	5918 Silver Leaf Rd	San Jose	CA	95138-1811
Thanh Van	Vi	5922 Silver Leaf Rd	San Jose	CA	95138-1811
Denise	Walker	5926 Silver Leaf Rd	San Jose	CA	95138-1811
Tsegay	Sebhat	5930 Silver Leaf Rd	San Jose	CA	95138-1811
Tan	Nguyen	5934 Silver Leaf Rd	San Jose	CA	95138-1811
Christina	Hoang	5938 Silver Leaf Rd	San Jose	CA	95138-1811
Leonora	Navasca	5942 Silver Leaf Rd	San Jose	CA	95138-1811
David & Susan	Wilkins	81 Tennant Ave	San Jose	CA	95138-1851
Cuong & Ngoc-Lan	Ta	77 Tennant Ave	San Jose	CA	95138-1851
Skyway Investments LLC		15466 Los Gatos Blvd #1	Los Gatos	CA	95032-2542
Sigifredo & Maria	Cardenas	69 Tennant Ave	San Jose	CA	95138-1851
Richard	Lapado	65 Tennant Ave	San Jose	CA	95138-1851
Rajainder & Sujatha	Yeldandi	61 Tennant Ave	San Jose	CA	95138-1851
Laurence	Conly Jr.	5930 Southview Dr	San Jose	CA	95138-1830
Hongyu	Ximen	7593 Peach Blossom Dr	Cupertino	CA	95014-5226
Samuel & Carol	Parra	5922 Southview Dr	San Jose	CA	95138-1830
Trac	Doan	5918 Southview Dr	San Jose	CA	95138-1830
Trang	Ngo	5914 Southview Dr	San Jose	CA	95138-1830
Tai	Do	5910 Southview Dr	San Jose	CA	95138-1830
A	LeTuan	5906 Southview Dr	San Jose	CA	95138-1830
Ha	Luong	1738 Kyra Cir	San Jose	CA	95122-1510
Virginia	DeJesus	48 S Terrace Ct	San Jose	CA	95138-1837
Maria	Alvelo	25815 Stanwood Ave	Hayward	CA	94544-2729
Ryan & Sara	Nicholson	5907 Southview Dr	San Jose	CA	95138-1848
Richard	Delarosa Jr.	5857 Southwind Dr	San Jose	CA	95138-1845
William & Cynthia	Delabahan	5927 Southwind Dr	San Jose	CA	95138-1847
Tuan Quoc	Dang	5931 Southwind Dr	San Jose	CA	95138-1847
Richard & Shannon	Gullion	5935 Southwind Dr	San Jose	CA	95138-1847
Huyvan	Nham	1071 Cassia Way	Sunnyvale	CA	94086-8208
John & Kathleen	Jankowski	5932 Southwind Dr	San Jose	CA	95138-1846
James & Kathie	Baraona	4558 Silva Ave	San Jose	CA	95118-1959
Hilda	Sanchez	5924 Southwind Dr	San Jose	CA	95138-1846
Edward & Teresa	Yen	20361 Po Box	San Jose	CA	95160-0000
Trish & Vincent	Sunseri	5862 Southwind Dr	San Jose	CA	95138-1844
Atul & Hina	Shah	5858 Southwind Dr	San Jose	CA	95138-1844
Thanh	Huynh	5911 Southview Dr	San Jose	CA	95138-1849
Augusto & Clara	Deguzman	5915 Southview Dr	San Jose	CA	95138-1849
Ronald & Susan	Agulto	5919 Southview Dr	San Jose	CA	95138-1849
April & Tommy	Mouton	43 Southcreek Ct	San Jose	CA	95138-1843
David Hong	Ta	39 Southcreek Ct	San Jose	CA	95138-1843
Thinh Duc	Vu	35 Southcreek Ct	San Jose	CA	95138-1843
Daniel	Lizardo	31 Southcreek Ct	San Jose	CA	95138-1843
Anzurio & Rosa	Cid	27 Southcreek Ct	San Jose	CA	95138-1843

Hiep	Tran	5823 Marshwell Way	San Jose	CA	95138-1807
Lori	Norton	24 Southcreek Ct	San Jose	CA	95138-1843
John	Tan	814 Humewick Way	Sunnyvale	CA	94087-3534
Thomas	Zimmerman	32 Southcreek Ct	San Jose	CA	95138-1843
Richard & Yolanda	Rivas	36 Southcreek Ct	San Jose	CA	95138-1843
Roberto & Lemyr	Caligan	40 Southcreek Ct	San Jose	CA	95138-1843
Leo	Lam	3010 Crater Ln	San Jose	CA	95132-2304
Robert	Dominguez	5927 Southview Dr	San Jose	CA	95138-1850
Maria	Yabut	5931 Southview Dr	San Jose	CA	95138-1850
Minh	Dang	57 Tennant Ave	San Jose	CA	95138-1805
Nathaniel & Melissa	Pops	53 Tennant Ave	San Jose	CA	95138-1805
Roger & Beth	Somero				
Rodrigo	Mejia	7426 Phinney Way	San Jose	CA	95139-1443
Bau & Phuong	Nguyen	41 Tennant Ave	San Jose	CA	95138-1805
Susan	Chun	5542 Monterey Hwy #303	San Jose	CA	95138-1529
V	LeNo	33 Tennant Ave	San Jose	CA	95138-1805
Maura	Vidal	29 Tennant Ave	San Jose	CA	95138-1805
Natividad	Llavore	25 Tennant Ave	San Jose	CA	95138-1805
Dar-Qwei & Shi-Mei	Fuh	21 Tennant Ave	San Jose	CA	95138-1805
Ana & Vicente	Palomo	12 Tennant Ave	San Jose	CA	95138-1804
Zarak	Farooq	5951 Southlite Ct	San Jose	CA	95138-1856
Mateo	Zarco	5957 Southlite Ct	San Jose	CA	95138-1856
Salvador & Maribel	Delacruz	5963 Southlite Ct	San Jose	CA	95138-1856
Robert & Mary	Schwier	2626 Glade Dr	Santa Clara	CA	95051-1149
Jonathan	Chiem	15044 Chelsea Dr	San Jose	CA	95124-2701
Salvador	Meza Jr.	5956 Southlite Ct	San Jose	CA	95138-1856
Robert & Jennifer	Burnett	5950 Southlite Ct	San Jose	CA	95138-1856
Frank & Miriam	Beltran	5953 S Breeze Ct	San Jose	CA	95138-1853
Charles & Lovilyn	Cunningham Jr.	5959 S Breeze Ct	San Jose	CA	95138-1853
Wayne	Cheung	30556 Mallorca Way	Union City	CA	94587-1672
Raymond & Sosarasy	Su	5971 S Breeze Ct	San Jose	CA	95138-1853
Peter & Juanita	Nevarez	5977 S Breeze Ct	San Jose	CA	95138-1853
Richard & Catherine	Eckerman Jr.	5983 S Breeze Ct	San Jose	CA	95138-1853
Sean	Ain	5988 S Breeze Ct	San Jose	CA	95138-1853
	LeHung	5982 S Breeze Ct	San Jose	CA	95138-1853
Wallace	Lai	5976 S Breeze Ct	San Jose	CA	95138-1853
Cynthia	Anacleto	Po Box 24905	San Jose	CA	95154-4905
Duylinh Si	Ngo	5964 S Breeze Ct	San Jose	CA	95138-1853
Arifa & Farooq	Quadri	6016 Westside Dr	San Ramon	CA	94583-9194
Kim	Tang	5952 S Breeze Ct	San Jose	CA	95138-1853
Gonzalo	Muro	5955 S Surf Ct	San Jose	CA	95138-1855
Kirikumar & Indumati	Patel	5961 S Surf Ct	San Jose	CA	95138-1855
Ines Narciso & Josefina	Santa	5967 S Surf Ct	San Jose	CA	95138-1855
Brian & Han	Tran	5973 S Surf Ct	San Jose	CA	95138-1855
John Viet	Nguyen	5979 S Surf Ct	San Jose	CA	95138-1855
Son & Hong-Hoa	Nguyen	5985 S Surf Ct	San Jose	CA	95138-1855
Julio	Gutierrez	5991 S Surf Ct	San Jose	CA	95138-1855
Truc Minh	Ngo	5997 S Surf Ct	San Jose	CA	95138-1855
Miguel & Magdalena	Nevarez Sr.	2720 Ophelia Ct	San Jose	CA	95122-1330

John	Scully	5986 S Surf Ct	San Jose	CA	95138-1855
Allen & Rosenda	Tichi	5980 S Surf Ct	San Jose	CA	95138-1855
Brainard & Cathleen	Asis	5974 S Surf Ct	San Jose	CA	95138-1855
Jennie	Uong	5968 S Surf Ct	San Jose	CA	95138-1855
Salvador & Concepcion	Camacho	5962 S Surf Ct	San Jose	CA	95138-1855
Gloria	Acebu	5956 S Surf Ct	San Jose	CA	95138-1855
Beverly	Streu	5957 S Garden Ct	San Jose	CA	95138-1854
Vinh	Pham	324 Crestridge Ct	San Jose	CA	95138-2800
Paul & Lisa	Kryml	5969 S Garden Ct	San Jose	CA	95138-1854
Donald	Banchero	5975 S Garden Ct	San Jose	CA	95138-1854
Carlos & Maria	Mejia	5981 S Garden Ct	San Jose	CA	95138-1854
Thanh Vu	Nguyen	5989 S Garden Ct	San Jose	CA	95138-1854
Nora	Yanez	5995 S Garden Ct	San Jose	CA	95138-1854
Rikio & Matsuko	Nishimatsu	5996 S Garden Ct	San Jose	CA	95138-1854
Ricardo & Patricia	Santiago Jr.	5990 S Garden Ct	San Jose	CA	95138-1854
Douglas &	Wong	12100 Oak Park Ct	Los Altos Hills	CA	94022-5140
Duc Thien	Nguyen	5976 S Garden Ct	San Jose	CA	95138-1854
Lee	Gress Jr.	5970 S Garden Ct	San Jose	CA	95138-1854
Arifa & Farooq	Quadri	6016 Westside Dr	San Ramon	CA	94583-9194
Gregory & Joette	Schmidt	78 Tennant Ave	San Jose	CA	95138-1852
Paul & Patricia	Sandoval Jr.	82 Tennant Ave	San Jose	CA	95138-1852
Jack	Brito	3417 Cardoza Ct	San Jose	CA	95132-2026
Herman & Janice	Perez	967 Commercial St	San Jose	CA	95112-1423
Southern Pacific Transportation Co			San Jose	CA	95119-0000
Southern Pacific Transportation Co			San Jose	CA	95119-0000
Coyote Properties LLC		55 Las Colinas Ln	San Jose	CA	95119-1214
Rams Rental LLC		33 Las Colinas Ln	San Jose	CA	95119-1214
Berg & Berg Developers		10050 Bandley Dr	Cupertino	CA	95014-2102
Berg & Berg Developers		10050 Bandley Dr	Cupertino	CA	95014-2102
Gahrahmat Lp II		3476 Edward Ave	Santa Clara	CA	95054-2130
Hope Services		30 Las Colinas Ln	San Jose	CA	95119-1212
California State Of			San Jose	CA	95138-0000
Gahrahmat Lp II Lp		3476 Edward Ave	Santa Clara	CA	95054-2130
Photon Dynamics Inc		5970 Optical Ct	San Jose	CA	95138-1400
Great Oaks Water Company		Po Box 23490	San Jose	CA	95153-3490
Great Oaks Water LLC		Po Box 23490	San Jose	CA	95153-3490
C V W	S	5750 Almaden Expy	San Jose	CA	95118-3614
California State Of		S Valley Fwy	Morgan Hill	CA	95037-0000
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
Shatto Corporation		1460 Plaza Francisco	Palos Verdes Estates	CA	90274-2878

Shatto Corporation		1460 Plaza Francisco	Palos Verdes Estates	CA	90274-2878
City Of San Jose					00000-0000
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
Shatto Corporation		1460 Plaza Francisco	Palos Verdes Estates	CA	90274-2878
Shatto Corporation		1460 Plaza Francisco	Palos Verdes Estates	CA	90274-2878
Shatto Corporation		1460 Plaza Francisco	Palos Verdes Estates	CA	90274-2878
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
Santa Clara County		298 Garden Hill Dr	Los Gatos	CA	95032-7669
C V W	S	5750 Almaden Expy	San Jose	CA	95118-3614
Castle & Cooke Homes Ca Inc		Po Box 11165	Bakersfield	CA	93389-1165
C & C Mountaingate Inc		Po Box 11165	Bakersfield	CA	93389-1165
C & C Mountaingate Inc		Po Box 11165	Bakersfield	CA	93389-1165
Clara Vta	Santa	3331 N 1st St #b-2	San Jose	CA	95134-1906
Valley Land Conservancy	Silicon	1884 The Alameda	San Jose	CA	95126-1733
Silver Creek Preserve Calif		2603 Camino Ramon #150	San Ramon	CA	94583-9127
Clara Vta	Santa	3331 N 1st St #b-2	San Jose	CA	95134-1906
Creek Preserve	Silver	2603 Camino Ramon #150	San Ramon	CA	94583-9127
Castle & Cooke Homes Ca Inc		Po Box 11165	Bakersfield	CA	93389-1165
Waste Management Ca Inc		Po Box 1450	Chicago	IL	60690-1450
17100 Laurel Road LLC		Po Box 1878	Los Gatos	CA	95031-1878
17100 Laurel Road LLC		Po Box 1878	Los Gatos	CA	95031-1878
Jean	Lierly	17690 John Telfer Dr	Morgan Hill	CA	95037-4023
Derose Development LLC		3500 Tupelo Dr	Walnut Creek	CA	94598-2741
Hung Wen	Jung	18225 Gregory Pl	Monte Sereno	CA	95030-2137
East Dunne LLC		300 Wilmot Rd	Deerfield	IL	60015-4614
Robert	Morgan				
Marguerite	Koval	730 Diana Ave	Morgan Hill	CA	95037-4411
Louie & Rosie	Chavez	740 Diana Ave	Morgan Hill	CA	95037-4411
Frank	Magioncalda	2549 La Mirada Dr	San Jose	CA	95125-5818
Frank & Noemi	Hinchberger	17110 Rosemary Cir	Morgan Hill	CA	95037-4425
Gregory & Lisa	Seibert	17271 James Lex Ln	Morgan Hill	CA	95037-4418
Edith	Lindquist	17269 James Lex Ln	Morgan Hill	CA	95037-4418
Paul	Pelosi	17267 James Lex Ln	Morgan Hill	CA	95037-4418
Greg & Kathy	Jorgensen	17265 James Lex Ln	Morgan Hill	CA	95037-4418
Kari & David	Pierce	17255 James Lex Ln	Morgan Hill	CA	95037-4418
James & Deborah	Christian	17323 Serene Dr	Morgan Hill	CA	95037-4424

Joe & Shelby	Medrano	17235 James Lex Ln	Morgan Hill	CA	95037-4418
Ken & Mary	Kendall	17226 James Lex Ln	Morgan Hill	CA	95037-4418
Stephen & Anita	Woodson	17236 James Lex Ln	Morgan Hill	CA	95037-4418
Orlando & Shirley-Anne	Michelon	17246 James Lex Ln	Morgan Hill	CA	95037-4418
Charles & Marie	Fox	251 Silver Eagle Way	Vacaville	CA	95688-1010
Edmond & Kathleen	Scanlon	17266 James Lex Ln	Morgan Hill	CA	95037-4418
Raul & Anacelia	Rocha Jr.	17276 James Lex Ln	Morgan Hill	CA	95037-4418
Kathleen	Parker	8325 Springdale Ct	Gilroy	CA	95020-4528
Deluke Company Ltd		535 Arastradero Rd	Palo Alto	CA	94306-4338
Deluke Co Ltd		535 Arastradero Rd	Palo Alto	CA	94306-4338
Diana Estates		Po Box 391	Morgan Hill	CA	95038-0391
Yukiko	Konishi	17334 Serene Dr	Morgan Hill	CA	95037-4421
Marlene	Rubio	2815 Cantor Dr	Morgan Hill	CA	95037-3955
Curtis & Carol	Johnson	17342 Serene Dr	Morgan Hill	CA	95037-4421
James & Maria	Buscher	17346 Serene Dr	Morgan Hill	CA	95037-4421
Morgan Hill City Of		17555 Peak Ave	Morgan Hill	CA	95037-4128
Leon & Elizabeth	Fisher	17354 Serene Dr	Morgan Hill	CA	95037-4421
Patrick & Barbara	Campbell				
Kelly & Ronald	Martin	17390 Serene Dr	Morgan Hill	CA	95037-4417
George & Helen	Drobshoff	42329 Troyer Ave	Fremont	CA	94539-5146
Raymond & Tamara	Bunt Jr.	17277 James Lex Ln	Morgan Hill	CA	95037-4418
Edward & Lynn	Wong	17275 James Lex Ln	Morgan Hill	CA	95037-4418
Robert	Valderrama	17391 Serene Dr	Morgan Hill	CA	95037-4423
Tiffany	Liu	17387 Serene Dr	Morgan Hill	CA	95037-4423
Nick	Pusateri	17383 Serene Dr	Morgan Hill	CA	95037-4423
Sahba	Ghaderi	17379 Serene Dr	Morgan Hill	CA	95037-4423
Chavez		17375 Serene Dr	Morgan Hill	CA	95037-4423
Frank & Julie	Noriega				
Bagga Harshinder & Kaur Savneet		774 Ironstone Dr	Merced	CA	95348-8408
Johnny	Santillanes III	17363 Serene Dr	Morgan Hill	CA	95037-4424
Brian	Israel	17359 Serene Dr	Morgan Hill	CA	95037-4424
James & Evelyn	Mitchell	700 Alamo Dr	Morgan Hill	CA	95037-5708
John & Jessie	Avila	17351 Serene Dr	Morgan Hill	CA	95037-4424
Bradley & Julia	Hartman				
James & Olga	Tryforos	17343 Serene Dr	Morgan Hill	CA	95037-4424
Robert	Castillo	17339 Serene Dr	Morgan Hill	CA	95037-4424
John	Terry	17335 Serene Dr	Morgan Hill	CA	95037-4424
Nga Thi Thanh	Vo	17331 Serene Dr	Morgan Hill	CA	95037-4424
Xu	Li	17327 Serene Dr	Morgan Hill	CA	95037-4424
James & Deborah	Christian	17323 Serene Dr	Morgan Hill	CA	95037-4424
Alexandria	Ramirez	17319 Serene Dr	Morgan Hill	CA	95037-4424
Jesus	Venegas	17378 Serene Dr	Morgan Hill	CA	95037-4417
Patricia	Moles	17382 Serene Dr	Morgan Hill	CA	95037-4417
Kevin	Bohnsack	17315 Serene Dr	Morgan Hill	CA	95037-4424
Laurel	Gephart	16080 Jackson Oaks Dr	Morgan Hill	CA	95037-6806
Srey Savorn & Dora		17363 Walnut Grove Dr	Morgan Hill	CA	95037-4400
Conrad	Lara	17359 Walnut Grove Dr	Morgan Hill	CA	95037-4400
Phuong & Hop	Nguyen	17355 Walnut Grove Dr	Morgan Hill	CA	95037-4400
Pierre & Marilouise	Salsiccia	17351 Walnut Grove Dr	Morgan Hill	CA	95037-4400

Francisco	Infante	17347 Walnut Grove Dr	Morgan Hill	CA	95037-4400
Mary	Profeta	17343 Walnut Grove Dr	Morgan Hill	CA	95037-4400
Light Of The World Apostolic Church Of		4814 Wellington Park Dr	San Jose	CA	95136-2945
Alphonse & Lena	DeRose	5544 Green St	Murray	UT	84123-5798
Alphonse & Lena	DeRose	1183 Nikulina Ct	San Jose	CA	95120-5441
T S Chan Nursery Inc		Po Box 488	Millbrae	CA	94030-0488
Land	Wolfsen	1269 W I St	Los Banos	CA	93635-3930
Seige & Alyce	Kawashima	800 S Shamrock Ave	Monrovia	CA	91016-6346
Wcw Associates		13425 Cull Canyon Rd	Castro Valley	CA	94552-9530
C V W	S	5750 Almaden Expy	San Jose	CA	95118-3614
S Omura & Sons Inc		1220 Diana Ave	Morgan Hill	CA	95037-3359
Frontage Commercial Inc		4546 El Camino Real #222	Los Altos	CA	94022-1069
Harsad & Hasu	Patel	8715 Leavesley Rd	Gilroy	CA	95020-9160
El Toro Grp LLC		6016 Crossview Cir	San Jose	CA	95120-1530
Golden Arch Lp Delaware Lp		6830 Via Del Oro #101	San Jose	CA	95119-1353
Milano Development 2003		4125 Blackford Ave #200	San Jose	CA	95117-1705
City Of Morgan Hill					
Pravin & Manjula	Patel	14100 Murphy Ave	San Martin	CA	95046-9581
Morgan Hill Land LLC		17045 Condit Rd	Morgan Hill	CA	95037-3301
Horizon Land Incorporated		1216 Via Huerta	Los Altos	CA	94024-7112
Archdesign Inc		22121 Lindy Ln	Cupertino	CA	95014-4836
K & S Morgan Hill LP		Po Box 105842	Atlanta	GA	30348-5842
Stephen	Parker	Po Box 1521	Pebble Beach	CA	93953-1521
Wayne & P	Couch	Po Box 2451	Morgan Hill	CA	95038-2451
Beatrice	Viguie	7901 Oakmont Dr	Santa Rosa	CA	95409-6466
Carol	Kerley	1855 Hamilton Ave #200	San Jose	CA	95125-5672
Au Energy LLC		41805 Albrae St #2nd	Fremont	CA	94538-3120
John	Giacomazzi	1855 Hamilton Ave #200	San Jose	CA	95125-5672
K & S Morgan Hill LP		Po Box 105842	Atlanta	GA	30348-5842
Longs Drug Stores Calif Inc		1 Cvs Dr	Woonsocket	RI	02895-6146
Au Energy LLC		41805 Albrae St #2nd	Fremont	CA	94538-3120
Warren	Enos	22661 Garrod Rd	Saratoga	CA	95070-9781
Morgan Hill City Of		E Dunne Ave	Morgan Hill	CA	95037-0000
City Of Morgan Hill		E Dunne Ave	Morgan Hill	CA	95037-0000
Donald	Ensch	Po Box 7152	Ventura	CA	93006-7152
Pm & Sons Inc		14100 Murphy Ave	San Martin	CA	95046-9581
Evergreen Investment Group II		Po Box 956	Los Altos	CA	94023-0956
Evergreen Investment Group II		Po Box 956	Los Altos	CA	94023-0956
Gary	Justino	1880 Diana Ave	Morgan Hill	CA	95037-3349

China Bay Company Inc		Po Box 2356	Cupertino	CA	95015-2356
C V W	S	5750 Almaden Expy	San Jose	CA	95118-3614
China Bay Company Inc		Po Box 2356	Cupertino	CA	95015-2356
Kennedy Investors LLC		Po Box 70	Morgan Hill	CA	95038-0070
Kennedy Investors LLC		Po Box 70	Morgan Hill	CA	95038-0070
Cynthia	Richardson	738 Natalie Dr	Morgan Hill	CA	95037-5276
Estel	Knauff	4050 Canada Rd	Gilroy	CA	95020-8068
Alan	Bird	343 W 4th St	Chadron	NE	69337-2321
Mary	Steffel	3565 Oakwood Ct	Morgan Hill	CA	95037-6920
Arlene	Bailey	720 Natalie Dr	Morgan Hill	CA	95037-5274
Williams & 12 & 06		1502 Evening Star Ct	Morgan Hill	CA	95037-9048
Ruben & Amalia	Lara	16709 Rita Dr	Morgan Hill	CA	95037-5278
Alberta	Velasquez	5315 Garwood Dr	San Jose	CA	95118-3031
William	Kershaw	16713 Rita Dr	Morgan Hill	CA	95037-5280
Diane	Messenger	16715 Rita Dr	Morgan Hill	CA	95037-5280
Mary	Gaich	16719 Rita Dr	Morgan Hill	CA	95037-5280
Hernan & Anita	Macapanpan	16721 Rita Dr	Morgan Hill	CA	95037-5281
Madeleine	Pike	16723 Rita Dr	Morgan Hill	CA	95037-5281
Valerie	Sacks	16725 Rita Dr	Morgan Hill	CA	95037-5282
Rosemary	Perry	16727 Rita Dr	Morgan Hill	CA	95037-5282
Bernice	Pettit	16729 Rita Dr	Morgan Hill	CA	95037-5282
David	Grasso	16731 Rita Dr	Morgan Hill	CA	95037-5282
Alfred & Bonnie	Turner	16733 Rita Dr	Morgan Hill	CA	95037-5282
Katherine	LaDeCruz	16735 Rita Dr	Morgan Hill	CA	95037-5282
Dolores	Barrett	16737 Rita Dr	Morgan Hill	CA	95037-5282
John & Ann	Horner				
Grace	Ruiz-Gonda	16741 Rita Dr	Morgan Hill	CA	95037-5282
Phylis	Reese	16743 Rita Dr	Morgan Hill	CA	95037-5282
Michael & Joanna	Brown	721 Mei Dr	Morgan Hill	CA	95037-5270
Frances	Jennings	751 Lilly Ln	Morgan Hill	CA	95037-5268
Phyllis	Akina				
Monika & Walter	VonTagen III	727 Mei Dr	Morgan Hill	CA	95037-5270
Irene	Hung	379 S Clark Ave	Los Altos	CA	94024-0000
Margo	Wilson	731 Mei Dr	Morgan Hill	CA	95037-5270
Carmen	Morales				
Luigi & Maria	Covelli	17503 Belletto Dr	Morgan Hill	CA	95037-7513
Diane	Ireland	741 Mei Dr	Morgan Hill	CA	95037-5272
Paul Jung	Yeh	223 Avenida Espana	San Jose	CA	95139-1407
Dorothy	Segar	24325 Glenwood Dr	Los Gatos	CA	95033-8591
Dick & Nira	Wong	280 Boothbay Ave	Foster City	CA	94404-3510
Gloria	Milano	751 Mei Dr	Morgan Hill	CA	95037-5272
Virda	Mah	Po Box 211	Millbrae	CA	94030-0211
Donna	Pearson	755 Mei Dr	Morgan Hill	CA	95037-5273
Michael	Silveira	757 Mei Dr	Morgan Hill	CA	95037-5273
Serrapica		748 Mei Dr	Morgan Hill	CA	95037-5271
Pearl	Gonzalez	16738 Audrey Dr	Morgan Hill	CA	95037-5262
Richard & Dorothy	Stagner				

Robert	Frick Jr.	18060 Sleepy Hollow Ln	Prunedale	CA	93907-8543
Marilyn	Ruch				
Marian	Stahle-Oberbauer	17640 Holiday Dr	Morgan Hill	CA	95037-6304
Brent Westwood Invrs II LLC		1663 Braddock Ct	San Jose	CA	95125-5969
Karen	Shuen	7101 Rainbow Dr #4	San Jose	CA	95129-4533
Mun	Mar	704 San Carlos Ct	Fremont	CA	94539-3610
John & Maria	Silva	16722 Audrey Dr	Morgan Hill	CA	95037-5262
Christopher & Jill	Vanni	8080 Santa Teresa Blvd #210	Gilroy	CA	95020-3866
Petros & Febronia	Petrospour	16718 Audrey Dr	Morgan Hill	CA	95037-5260
Ronald	Dominguez	10710 Point Lakeview Rd	Kelseyville	CA	95451-8509
Mary	Satterfield	16714 Audrey Dr	Morgan Hill	CA	95037-5260
Judith	Mulkey	16712 Audrey Dr	Morgan Hill	CA	95037-5260
John & Cheryl	Anderson	16710 Audrey Dr	Morgan Hill	CA	95037-5260
John & Martha	Bell Sr.	3322 Leavesley Rd	Gilroy	CA	95020-9000
Mari	Murray	16706 Audrey Dr	Morgan Hill	CA	95037-5258
Lorraine	Tinney	16704 Audrey Dr	Morgan Hill	CA	95037-5258
Sandra	Brookman	14195 Murphy Ave	San Martin	CA	95046-9581
Barbara	Clarke	16700 Audrey Dr	Morgan Hill	CA	95037-5258
Christopher & Jill	Vanni	8080 Santa Teresa Blvd #210	Gilroy	CA	95020-3866
Jacqueline	Watson				
Daniel	Ortiz	16705 Audrey Dr	Morgan Hill	CA	95037-5259
Marion	Feeley	748 Natalie Dr	Morgan Hill	CA	95037-5276
Roy	Hirohara	744 Natalie Dr	Morgan Hill	CA	95037-5276
Sharon	Lewis	740 Natalie Dr	Morgan Hill	CA	95037-5276
Angela	Shoop	Po Box 2241	Morgan Hill	CA	95038-2241
Valerie	McCown	1595 Calabrese Way	Gilroy	CA	95020-3746
Anthony	Goularte	Po Box 267	Morgan Hill	CA	95038-0267
David & Susn	Piccardo	11986 De Paul Cir	San Martin	CA	95046-9647
Walter & Yoshiko	Watanabe	Po Box 885	San Jose	CA	95106-0885
David & Susan	Piccardo	11986 De Paul Cir	San Martin	CA	95046-9647
Gisele	Lebleu	17770 Monterey St #a	Morgan Hill	CA	95037-3693
David	Jones	12220 Columbet Ave	San Martin	CA	95046-9771
Mario & Betty	Battistella	60733 Golf Village Loop	Bend	OR	97702-9131
Nancy	Merritt	214 Shoreview Dr	Aptos	CA	95003-4621
Jacqueline	Watson				
Joseph & Catherine	Dinneen	20067 Karn Cir	Saratoga	CA	95070-3924
Casper & Dolores	Sorich	750 Lilly Ln	Morgan Hill	CA	95037-5268
Terry	Clift	748 Lilly Ln	Morgan Hill	CA	95037-5268
Dorothy	Kellogg	9278 Butler Blvd	Weeki Wachee	FL	34613-4029
Joseph	Mergl				
Marcos	Elizan Jr.	741 Lilly Ln	Morgan Hill	CA	95037-5268
William	Serry	745 Lilly Ln	Morgan Hill	CA	95037-5268
Margaret	Perez	749 Lilly Ln	Morgan Hill	CA	95037-5268
Maia		108 Tuscany Way	Danville	CA	94506-4664
Thomas	Larkin	40 Acacia Ct	Hollister	CA	95023-3547
Erminia	Garcia	10271 Claudia Dr	San Jose	CA	95127-3315

Susan	Wren	744 Mei Dr	Morgan Hill	CA	95037-5271
Richard	McFate	13460 Columbet Ave	San Martin	CA	95046-9780
Janet	Martinez	738 Mei Dr	Morgan Hill	CA	95037-5269
Robert & Terri	Cerny	405 Rhodes Ct	San Martin	CA	95046-9309
Sunny	Wilson	730 Mei Dr	Morgan Hill	CA	95037-5269
Richard	Stone	840 Via Castana Ct	Morgan Hill	CA	95037-5851
Andrew	Zanardi	8535 Larkspur Ln	Gilroy	CA	95020-7917
Henry	Shuba				
Shirley	Gardic	735 Marie Ln	Morgan Hill	CA	95037-5267
Ronald & Dora	Kramer	739 Marie Ln	Morgan Hill	CA	95037-5267
Pamela	Curtis Jr.	738 Marie Ln	Morgan Hill	CA	95037-5266
Valerie	Davis	734 Marie Ln	Morgan Hill	CA	95037-5266
Joan	King	730 Marie Ln	Morgan Hill	CA	95037-5264
Jose & Wendelina	Aguinaldo	728 Marie Ln	Morgan Hill	CA	95037-5264
Diane	Wilson	729 Joseph Ln	Morgan Hill	CA	95037-5263
Dimitrios & Georgia	Tsigaris	731 Joseph Ln	Morgan Hill	CA	95037-5263
Zita	Bouril	735 Joseph Ln	Morgan Hill	CA	95037-5263
Dorothy	Jensen	739 Joseph Ln	Morgan Hill	CA	95037-5263
Vera	Noakes	738 Joseph Ln	Morgan Hill	CA	95037-5263
Gina	Piccardo	11986 De Paul Cir	San Martin	CA	95046-9647
Anni	Patrus	730 Joseph Ln	Morgan Hill	CA	95037-5263
Ardis	Schloer				
Gina	Piccardo	841 Lawrence Dr	Gilroy	CA	95020-3302
Ilah	Ford	16714 Rita Dr	Morgan Hill	CA	95037-5279
Eileen	Bartak	16712 Rita Dr	Morgan Hill	CA	95037-5279
Wegena	Brown	16710 Rita Dr	Morgan Hill	CA	95037-5279
Wanda	Koehn	16708 Rita Dr	Morgan Hill	CA	95037-5277
Lori	Callison	690 Fisher Ave	Morgan Hill	CA	95037-5513
James	Valenti III	720 Fisher Ave	Morgan Hill	CA	95037-5502
Candy	Upton	730 Fisher Ave	Morgan Hill	CA	95037-5502
Lucio & Minnie	Barrios	780 Fisher Ave	Morgan Hill	CA	95037-5502
Lucio & Minnie	Barrios	780 Fisher Ave	Morgan Hill	CA	95037-5502
Sumiko	Yoshii	3752 Cadwallander Ave	San Jose	CA	95121-0000
Mei Lan & Kung	Wong	2688 Glen Loman Way	San Jose	CA	95148-4126
Thomas & Anne	Sugishita	955 Magnolia Dr	Arroyo Grande	CA	93420-4219
Patsy & Felipe	Torres	715 Fisher Ave	Morgan Hill	CA	95037-5514
John	Estrada	695 Fisher Ave	Morgan Hill	CA	95037-5512
Cynthia	Lindsey	3261 Esta Ave	Modesto	CA	95355-9284
Paul & Betty	Chapman	1596 Barn Valley Ln	Lincoln	CA	95648-8607
Shawn & Gina	Hobbs	565 Fisher Ave	Morgan Hill	CA	95037-5511
Georgia	Serrano	555 Fisher Ave	Morgan Hill	CA	95037-5511
Mei Kiu	Ling	82 Parkgrove Dr	South San Francisco	CA	94080-1597
Beth-El Baptist Church Of Gilroy		Po Box 100	Morgan Hill	CA	95038-0100
Jack & Marie	Cox	6698 Hampton Dr	San Jose	CA	95120-5535
Kusum & San	Panwala				
Jesus	Vega	795 Fisher Ave	Morgan Hill	CA	95037-5514
Joe & Sau	Cheng	7980 Holsclaw Rd	Gilroy	CA	95020-9525
D Devi Oil Inc		41805 Albrae St	Fremont	CA	94538-3120
City Of Morgan Hill					00000-0000

Athur & Susan	Biedermann	7 Maple Ave	Atherton	CA	94027-4065
D & D Ranch		99 Almaden Blvd #565	San Jose	CA	95113-1600
D & D Ranch		99 Almaden Blvd #565	San Jose	CA	95113-1600
The Health		2105 S Bascom Ave #220	Campbell	CA	95008-3292
Louie Kim & Kim	Hong	1520 Winding Way	Belmont	CA	94002-1953
The Health		2205 S Bascom Ave #220	Campbell	CA	95008-4351
D & D Ranch		99 Almaden Blvd #565	San Jose	CA	95113-1600
City Of Morgan Hill		670 Barrett Ave	Morgan Hill	CA	95037-0000
City Of Morgan Hill					00000-0000
Chiri Ltd Partnership		275 Tennant Ave #200	Morgan Hill	CA	95037-5476
Jehovah's Wittnesses Morgan Hill Calif		Po Box 2528	Morgan Hill	CA	95038-2528
Daniel & Christine	Trammell	705 Barrett Ave	Morgan Hill	CA	95037-5297
Jose & Yolanda	Puga	715 Barrett Ave	Morgan Hill	CA	95037-5297
Yogesh & Ami	Patel	725 Barrett Ave	Morgan Hill	CA	95037-5297
Charles & Heather	Moggia	735 Barrett Ave	Morgan Hill	CA	95037-5297
Makhan & Manjit	Khaira	612 Buck Hill Ct	Morgan Hill	CA	95037-4756
Hong Khac	Vu	755 Barrett Ave #a	Morgan Hill	CA	95037-5297
Frank & Tanya	Doyle	720 San Ramon Ct	Morgan Hill	CA	95037-7802
Alice	Krull	730 San Ramon Ct	Morgan Hill	CA	95037-7802
Kenneth & Twyla	Sulesky	16303 Juan Hernandez Dr	Morgan Hill	CA	95037-7820
Hill Unified Sch Dist	Morgan	895 Barrett Ave	Morgan Hill	CA	95037-5206
Anthony & Maria	Garcia	965 Barrett Ave	Morgan Hill	CA	95037-5208
Robert & Isabel	Rodriguez	955 Barrett Ave	Morgan Hill	CA	95037-5208
Ronald & Maria	Sakai	16310 Saint John Ct	Morgan Hill	CA	95037-7861
Steven	Chua	16320 Saint John Ct	Morgan Hill	CA	95037-7861
Davinder & Margarita	Singh	16330 Saint John Ct	Morgan Hill	CA	95037-7861
Damian & Veronica	Serrano	16340 Saint John Ct	Morgan Hill	CA	95037-7861
Josie & Aaron	Scott	16350 Saint John Ct	Morgan Hill	CA	95037-7861
Tan	Pham	16360 Saint John Ct	Morgan Hill	CA	95037-7861
Parminder	Singh	16370 Saint John Ct	Morgan Hill	CA	95037-7861
Kevin & Kelly	Kayser	16380 Saint John Ct	Morgan Hill	CA	95037-7861
Shawn & Elaine	Yang	16385 Saint John Ct	Morgan Hill	CA	95037-7861
Carl & Jacquie	Blevins	16335 Saint John Ct	Morgan Hill	CA	95037-7861
Quail Meadows LLC		Po Box 1767	Morgan Hill	CA	95038-1767
Jasdev	Singh	16315 Saint John Ct	Morgan Hill	CA	95037-7861
Jason	Ma	935 Barrett Ave	Morgan Hill	CA	95037-5208
Deborah	Baker	945 Barrett Ave	Morgan Hill	CA	95037-5208
Redev Agency City Of Morgan Hill		17555 Peak Ave	Morgan Hill	CA	95037-4128
Dennis	Webb	590 Division St	Campbell	CA	95008-6906
James	Sergi	1820 Barrett Ave	Morgan Hill	CA	95037-9507
C V W	S	5750 Almaden Expy	San Jose	CA	95118-3614
Betty	Ng	1835 Franklin St #903	San Francisco	CA	94109-3457
Morgan Hill City Of		Condit Rd	Morgan Hill	CA	95037-0000
Hus LP		1401 Graywood Dr	San Jose	CA	95129-4778
Walnut Park Investments LLC		14190 Spring Valley Rd	Morgan Hill	CA	95037-9408
Live Wire LLC		2398 Bentley Ridge Dr	San Jose	CA	95138-2435

Morgan Hill Lodging LLC		1555 Seville Dr	Morgan Hill	CA	95037-7047
Marutiz Inc		17380 Ringel Dr	Morgan Hill	CA	95037-3382
Good Karma Hospitality Grp Inc		16115 Condit Rd	Morgan Hill	CA	95037-9508
Ue & Patricia	Ow	6588 Ashfield Ct	San Jose	CA	95120-4502
Ue	Ow	6588 Ashfield Ct	San Jose	CA	95120-4502
Ue	Ow	6588 Ashfield Ct	San Jose	CA	95120-4502
Virginia	Lomanto	1250 Barrett Ave	Morgan Hill	CA	95037-9506
Virginia	Lomanto	1250 Barrett Ave	Morgan Hill	CA	95037-9506
City Morgan Hill					
Virginia	Lomanto	1250 Barrett Ave	Morgan Hill	CA	95037-9506
Nmsbpcsldhb LP		Po Box 2460	Saratoga	CA	95070-0460
Nmsbpcsldhb LP		Po Box 2460	Saratoga	CA	95070-0460
Nmsbpcsldhb LP		Po Box 2460	Saratoga	CA	95070-0460
Gi Tennant & Murphy LLC		683 N King Rd	San Jose	CA	95133-1707
Jefferson	Schwarck	301 Pine Creek Rd	Walnut Creek	CA	94598-5131
C V W	S	5750 Almaden Expy	San Jose	CA	95118-3614
David & Cindy	Cheng	3343 Heritage Estates Dr	San Jose	CA	95148-3804
Chin Hsing	Hu	7169 Glenview Dr	San Jose	CA	95120-5807
Placido & Mary	Forestieri	15535 Murphy Ave	Morgan Hill	CA	95037-9545
Joseph & Shirley	Forestieri	15595 Murphy Ave	Morgan Hill	CA	95037-9544
Gaetano & Maryann	DiVittorio	3175 Paseo Vista Ave	San Martin	CA	95046-9707
Marie	Porfido	1426 Fruitdale Ave	San Jose	CA	95128-3233
Victor & Fu-Mei	Liang	988 Vista Del Roble Pl	San Jose	CA	95120-1642
Gordon & Karen	Lanning Jr.				
Larry & Yolanda	Perez	15780 Ranchero Dr	Morgan Hill	CA	95037-9521
Ronald & Nancy	Wolf	15800 Ranchero Dr	Morgan Hill	CA	95037-9521
Fabienne & Thomas	Conlan	15785 Ranchero Dr	Morgan Hill	CA	95037-9521
David & Karen	Neunzig	15775 Ranchero Dr	Morgan Hill	CA	95037-9521
John & Ruth	Klinke Jr.				
Melvin & Charlyn	Perreira	15795 Ellis Dr	Morgan Hill	CA	95037-9519
Daniel & Mary	Sanidad	15775 Ellis Dr	Morgan Hill	CA	95037-9519
Elsie	Alciati	16270 Murphy Ave	Morgan Hill	CA	95037-9504
Stanley & Josephine	Chiu	Po Box 610235	San Jose	CA	95161-0235
Trung Nguyet	Chi	1521 Grant Rd	Mountain View	CA	94040-3213
Louis & Louisa	Lepera	1695 Tennant Ave	Morgan Hill	CA	95037-0000
Roman Catholic Bishop		1150 N 1st St #100	San Jose	CA	95112-4966
Roman Catholic Bishop		900 Lafayette St #301	Santa Clara	CA	95050-4966
Ron	Cheung	771 Saint James Pl	Morgan Hill	CA	95037-7814
Mohamed & Jeannine	Akbar	763 Saint James Pl	Morgan Hill	CA	95037-7814
Brian & Judy	Landschoot	755 Saint James Pl	Morgan Hill	CA	95037-7814
Lynda	Denice	747 Saint James Pl	Morgan Hill	CA	95037-7814
Chiri Fmly Ltd Ptsp Ltd Ptsp		275 Tennant Ave #200	Morgan Hill	CA	95037-5476

Chiri Fmly Ltd Ptsp Ltd Ptsp		275 Tennant Ave #200	Morgan Hill	CA	95037-5476
Mahmoud	Heshmati	734 Saint Timothy Pl	Morgan Hill	CA	95037-7818
Gina Anne	Alesse	742 Saint Timothy Pl	Morgan Hill	CA	95037-7818
Abbas	Kadhim	750 Saint Timothy Pl	Morgan Hill	CA	95037-7818
Anjum Fatima	Khan	758 Saint Timothy Pl	Morgan Hill	CA	95037-7818
Tommy	Ly	766 Saint Timothy Pl	Morgan Hill	CA	95037-7818
Norman & Arlene	Meritt	774 Saint Timothy Pl	Morgan Hill	CA	95037-7818
Sher	Singh	1412 Evening Star Pl	Morgan Hill	CA	95037-9073
Q & Tammy	LeVinh	757 Saint Timothy Pl	Morgan Hill	CA	95037-7819
Saeid	Rastbaf	850 E Central Ave	Morgan Hill	CA	95037-3157
Jason & Mary	Joy	741 Saint Timothy Pl	Morgan Hill	CA	95037-7819
James & Peggy	Ruiz	733 Saint Timothy Pl	Morgan Hill	CA	95037-7817
Howard & Kelley	Barnes	725 Saint Timothy Pl	Morgan Hill	CA	95037-7817
Xavier & Traci	Alcaraz	717 Saint Timothy Pl	Morgan Hill	CA	95037-7817
Lowell & Berta	Sherman	709 Saint Timothy Pl	Morgan Hill	CA	95037-7817
Chiri LP		275 Tennant Ave #200	Morgan Hill	CA	95037-5476
Chiri LP		275 Tennant Ave #200	Morgan Hill	CA	95037-5476
Chiri LP		275 Tennant Ave #200	Morgan Hill	CA	95037-5476
Chiri LP		275 Tennant Ave #200	Morgan Hill	CA	95037-5476
Matthew & Karen	Eskelsen	2573 Saint Lawrence Dr	San Jose	CA	95124-1341
Anthony & Dawn	Ramirez	716 Barrett Ave	Morgan Hill	CA	95037-7826
John & Samantha	Kaundinya	724 Barrett Ave	Morgan Hill	CA	95037-7826
Anthony & Jeanne	Muzzicato	507 Kenneth St	Campbell	CA	95008-3901
Michael	Tran				
John & Ann	Chiang	748 Barrett Ave	Morgan Hill	CA	95037-7826
Todd & Carol	Anderson	739 Saint James Pl	Morgan Hill	CA	95037-7814
Frank	Ronco	731 Saint James Pl	Morgan Hill	CA	95037-7814
Melanie	Keller	16200 Saint Lawrence Dr	Morgan Hill	CA	95037-7821
Adela	Al-Attar	16204 Saint Lawrence Dr	Morgan Hill	CA	95037-7821
Phil Sik	Lee	20 Cagney Rd	San Juan Bautista	CA	95045-9709
Sargon & Elbra	Benjamin	4512 Sugar Oak Dr	Turlock	CA	95382-8666
Phong & Thu	Nguyen	16216 Saint Lawrence Dr	Morgan Hill	CA	95037-7821
Gregory & Kolleen	Vance	16220 Saint Lawrence Dr	Morgan Hill	CA	95037-7821
Kurt & Merrilee	Cheetsos	730 Saint Michael Pl	Morgan Hill	CA	95037-7824
Brian	Kobata	738 Saint Michael Pl	Morgan Hill	CA	95037-7824
Madeline & Kenneth	Wheeler	746 Saint Michael Pl	Morgan Hill	CA	95037-7824
Calvin	Lu	754 Saint Michael Pl	Morgan Hill	CA	95037-7824
Magdalena	Langford	762 Saint Michael Pl	Morgan Hill	CA	95037-7824
Baldev	Singh	770 Saint Michael Pl	Morgan Hill	CA	95037-7824
Mark & Lisa	Serra	775 Saint Michael Pl	Morgan Hill	CA	95037-7825
Ramirez		716 Barrett Ave	Morgan Hill	CA	95037-7826
Erik & Brenda	Johnson	759 Saint Michael Pl	Morgan Hill	CA	95037-7825
Janet	Cheng	751 Saint Michael Pl	Morgan Hill	CA	95037-7825
Lawrence & Sheryl	Schenkman	743 Saint Michael Pl	Morgan Hill	CA	95037-7825
Lynn & Marc	Santos	735 Saint Michael Pl	Morgan Hill	CA	95037-7825
Pilar	Miranda	727 Saint Michael Pl	Morgan Hill	CA	95037-7825
David & Patrice	Gussman Jr.	719 Saint Michael Pl	Morgan Hill	CA	95037-7825
John & Jovita	Ruffner	16229 Saint Lawrence Dr	Morgan Hill	CA	95037-7822
Gurpreet & Tejinder	Dhanota	16225 Saint Lawrence Dr	Morgan Hill	CA	95037-7822

William & Ann	Ruffner Jr.	16221 Saint Lawrence Dr	Morgan Hill	CA	95037-7822
Joseph	Garcia	16217 Saint Lawrence Dr	Morgan Hill	CA	95037-7822
Hilda & Miguel	Guzman	1030 Vine St	San Jose	CA	95110-3338
Jose & Rosana	Almeida	16209 Saint Lawrence Dr	Morgan Hill	CA	95037-7822
Martin & Zoe	Valenzuela	16205 Saint Lawrence Dr	Morgan Hill	CA	95037-7822
Edgar & Joanne	Pambid	16201 Saint Lawrence Dr	Morgan Hill	CA	95037-7822
Klein	Nguyen	15410 La Alameda Dr	Morgan Hill	CA	95037-5714
Ross & Melanie	Laisure	682 Barrett Ave	Morgan Hill	CA	95037-7862
Javier & Ana	Uribe	686 Barrett Ave	Morgan Hill	CA	95037-7862
San Marcos Villas LLC		15700 Winchester Blvd	Los Gatos	CA	95030-3305
San Marcos Villas LLC		15700 Winchester Blvd	Los Gatos	CA	95030-3305
San Marcos Villas LLC		15700 Winchester Blvd	Los Gatos	CA	95030-3305
San Marcos Villas LLC		15700 Winchester Blvd	Los Gatos	CA	95030-3305
San Marcos Villas LLC		15700 Winchester Blvd	Los Gatos	CA	95030-3305
Christopher & Lisa	Wiederholt	675 Saint Timothy Pl	Morgan Hill	CA	95037-7864
Bryan	Failing	667 Saint Timothy Pl	Morgan Hill	CA	95037-7864
Frances & Rick	Dresser	659 Saint Timothy Pl	Morgan Hill	CA	95037-7864
Jeffrey & Victoria	Davis	651 Saint Timothy Pl	Morgan Hill	CA	95037-7864
San Marcos Villas LLC		15700 Winchester Blvd	Los Gatos	CA	95030-3305
David & Jennifer	Nickens	692 Saint Timothy Pl	Morgan Hill	CA	95037-7864
Douglas & Jennifer	Zuercher	684 Saint Timothy Pl	Morgan Hill	CA	95037-7864
Frank & Sharon	McElvain	676 Saint Timothy Pl	Morgan Hill	CA	95037-7864
Angela	Connelly	668 Saint Timothy Pl	Morgan Hill	CA	95037-7864
San Marcos Villas LLC		15700 Winchester Blvd	Los Gatos	CA	95030-3305
San Marcos Villas Two LLC		15700 Winchester Blvd	Los Gatos	CA	95030-3305

Chapter 6 – References

Basin Research Associates. 2011. Historic Property Survey Report. February 2011.

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Appendix A

CEQA Checklist

Appendix A. CEQA Checklist

Supporting documentation of all CEQA checklist determinations is provided in Chapter 2 of this Initial Study. Documentation of "No Impact" determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or compensation measures under the appropriate topic headings in Chapter 2.

CEQA Environmental Checklist

04-SCL-101	29.0/10.3	04-OR00D2-3JUL2
Dist.-Co.-Rte.	P.M/P.M.	E.A.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	☐	☒	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☒	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES: Would the project:				
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?	☐	☐	☒	☐
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 US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS: Would the project:				
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?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

VII. GREENHOUSE GAS EMISSIONS: Would the project:

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

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

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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)?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
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?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

XI. MINERAL RESOURCES: Would the project:

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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING: Would the project:				
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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒
XV. RECREATION:				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
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?	☐	☐	☒	☐

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

a) Exceed wastewater treatment requirements of the applicable 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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Appendix B

Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION
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Flex your power!
Be energy efficient!

August 25, 2009

TITLE VI
POLICY STATEMENT

The California State Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

RANDELL H. IWASAKI
Director

Appendix C

Environmental Commitment Record

Environmental Commitment Record
Solar Highways Pilot Project
Mitigation Monitoring and Reporting Program

DESCRIPTION OF COMMITMENT	No.	Responsible Party / Monitor	Timing / Phase	Action Taken to Comply with Task	Task Completed		Remarks
					Initial	Date	
Community Character Prior to the start of construction, the Project Engineer or Project Contractor shall establish an outreach program to provide a point of contact for nearby residences and businesses that would be adjacent to the proposed Project sites. The program shall maintain a hotline to take messages and to provide updates on construction scheduling and any lane closures and detours, if necessary.	COMM-1	Project Contractor	Prior to Construction				
Whenever possible, temporary signage shall be installed notifying the public of closures or detours and the expected duration of the closure.	COMM-2	Project Contractor	During Construction				
Utilities/Emergency Services Prior to commencement of construction, the Project Engineer shall notify service purveyors in the vicinity to verify that the proposed activities will not disrupt services to the community.	UE-1	Project Engineer	Prior to Construction				
The Project Engineer shall coordinate with the California Highway Patrol, City of San Jose Police and Fire Department, City of Morgan Hill Police and Fire Department, Santa Clara County Sheriff Department, and the Santa Clara County Fire Department (part of the California Fire District), local public and private ambulance and paramedic providers, and the public school districts in the vicinity of each site, to provide information on construction schedule, duration of any lane closures, if necessary, details regarding the schedule of the movement of equipment to and from the site, alternate routes at the time of the equipment movement, and to provide contact information in case of changing construction activities.	UE-2	Project Engineer	During Construction				
At least 48 hours prior to commencement of excavation work, the Construction Contractor shall contact Underground Service Alert (USA) to verify the nature and location of other existing underground utilities, and to avoid the unplanned disruption of pipes or service lines during	UE-3	Project Contractor	Prior to Construction				

Environmental Commitment Record
Solar Highways Pilot Project
Mitigation Monitoring and Reporting Program

DESCRIPTION OF COMMITMENT	No.	Responsible Party / Monitor	Timing / Phase	Action Taken to Comply with Task	Task Completed		Remarks
					Initial	Date	
construction activities.							
A Traffic Management Plan (TMP) shall be developed by the project contractor and approved by the Department prior to construction of any PV solar power system at the seven sites. This TMP shall consist of prior notices, adequate sign-posting, and sidewalk detours. The TMP shall specify implementation timing of each plan element (prior noticing, sign-posting) as determined appropriate by the Department.	UE-4	Project Contractor	Prior to Construction				
Traffic And Transportation / Pedestrian And Bicycle Facilities Prior to the start of construction, the Project Engineer or Project Contractor shall establish an outreach program to provide a point of contact for nearby residences and businesses that would be adjacent to the proposed Project sites. The program shall maintain a hotline to take messages and to provide updates on construction scheduling and any lane closures and detours, if necessary.	T-1	Project Contractor or Project Engineer	Prior to Construction				
Whenever possible, temporary signage shall be installed notifying the public of closures or detours and the expected duration of the closure.	T-2	Project Contractor	During Construction				
The Project Engineer shall coordinate with the California Highway Patrol, City of San Jose Police and Fire Department, City of Morgan Hill Police and Fire Department, Santa Clara County Sheriff Department, and the Santa Clara County Fire Department (part of the California Fire District), local public and private ambulance and paramedic	T-3	Project Engineer	Prior to Construction				

Environmental Commitment Record
Solar Highways Pilot Project
Mitigation Monitoring and Reporting Program

DESCRIPTION OF COMMITMENT	No.	Responsible Party / Monitor	Timing / Phase	Action Taken to Comply with Task	Task Completed		Remarks
					Initial	Date	
providers, and the public school districts in the vicinity of each site, to provide information on construction schedule, duration of any lane closures, if necessary, details regarding the schedule of the movement of equipment to and from the site, alternate routes at the time of the equipment movement, and to provide contact information in case of changing construction activities.							
A Traffic Management Plan (TMP) shall be developed by the project contractor and approved by the Department prior to construction of any PV solar power system at the seven sites. This TMP shall consist of prior notices, adequate sign-posting, and sidewalk detours. The TMP shall specify implementation timing of each plan element (prior noticing, sign-posting) as determined appropriate by the Department.	T-4	Project Contractor	Prior to Construction				
Visual/Aesthetics To maintain the context of the Project area (color, form, and texture) the Project shall install landscaping along the perimeter of the proposed chain-link fencing at each site that is compatible with the existing landscape along the freeway and within the existing interchange right-of-way. Landscaping shall include low-lying shrub/groundcover mass planting throughout each of the seven sites (landscaping shall not protrude above or cast shade onto panels). All landscaping shall be drought-tolerant, native to the area, and low maintenance. Plants species shall have low water requirements and be similar in appearance to the existing landscaping. The new landscape concept and plant palette shall be determined in consultation with the District	VIS-1	Caltrans, Project Engineer, Project Contractor	Upon Construction Completion				

Environmental Commitment Record
Solar Highways Pilot Project
Mitigation Monitoring and Reporting Program

DESCRIPTION OF COMMITMENT	No.	Responsible Party / Monitor	Timing / Phase	Action Taken to Comply with Task	Task Completed		Remarks
					Initial	Date	
Landscape Architect. Erosion control plant species utilized shall be determined by the District Landscape Architect to ensure that the mix and application strategy is appropriate for the specific soil composition of the area.							
Construction lighting types, plans, and placement shall be reviewed at the discretion of the District Landscape Architect in order to minimize light and glare impacts on surrounding sensitive uses.	VIS-2	Caltrans, Project Engineer	Prior to Final Design				
Lighting at each site shall be limited to areas required for safety and security. All proposed lighting shall be oriented and directed downward to prevent light spillover onto adjacent properties. Project lighting types, plans, and placement shall be reviewed at the discretion of the District Landscape Architect.	VIS-3	Caltrans, Project Engineer	Prior to Final Design				
The Project shall utilize a matte or brush finish on the metal racking and PV framing in order to reduce the light reflectivity of these surfaces. The required matte or brush finish shall be reviewed at the discretion of the District Landscape Architect.	VIS-4	Caltrans, Project Engineer	During Construction				
Cultural Resources If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area shall be diverted until a qualified archaeologist can assess the nature and significance of the find.	CULT-1	Project Contractor	During Construction				
If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner shall notify the Native	CULT-2	Project Contractor	During Construction				

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					Initial	Date	
American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains shall contact the District 4 Environmental Branch so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.							
Water Quality and Storm Water Runoff The contractor shall be required to comply with water pollution control provisions and SWPPP, conform to the requirements of the Department's Standard Specification Section 7-1.01G "Water Pollution Control", of the Standard specifications, and comply with all provisions of all required permits. A SWPPP shall be developed by the contractor and approved by the Department. The SWPPP shall incorporate the following techniques for reducing impacts to water quality: ■ The SWPPP shall incorporate control measures in the following categories: soil stabilization practices, sediment control practices, sediment tracking control practices, wind erosion control practices, and non-storm water management and waste management and disposal control practices. ■ If necessary, soil disturbed areas of the proposed Project's seven sites will be fully protected using soil stabilization and sediment control BMPs at the end of each day, unless fair weather is predicted. If necessary, sandbags,	WQ-1	Project Engineer, Project Contractor	Prior to and During Construction				

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strawbales, silt fences, and other devices in accordance with the SWPPP shall be used. The SWPPP shall include the following temporary BMPs: ❑ Hydroseeding ❑ Straw Mulch ❑ Fiber Rolls ❑ Ditches ❑ San Bag Barriers ❑ Stabilized Construction Entrances ❑ Street Sweeping and Vacuuming ❑ Temporary Construction Washout Facilities ❑ Stockpile Management ❑ Soil Binders ❑ Temporary Stockpile Covers ❑ Storm Drain Inlet Protection							
The preparation and implementation of construction site BMPs in compliance with the provisions of the Statewide NPDES Permit (Order No. 99-06-DWQ NPDES No. CAS000003) and any subsequent permit as they relate to construction activities for the proposed Project will be required. This will include submission of a Notice of Construction (NOC) to RWQCB at least 30 days before the start of construction, preparation and implementation of a SWPPP, and submission of a Notice of Construction Completion (NCC) to the RWQCB upon completion of construction and stabilization of the Project site.	WQ-2	Project Engineer, Project Contractors	Prior to and During Construction				

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Geology/Soils/Seismic/Topography The Project shall be constructed in accordance with the California Building Code (CBC) and all applicable Department standards and regulations. All construction activities shall adhere to current engineering practices.	GEO-1	Project Engineer	Prior to and During Construction				
Appropriate foundation types and depths shall be designed so that ground movements will not adversely affect the proposed structures. For example, deep piles or piers that extend below the zone of liquefiable soil may be used.	GEO-2	Project Engineer	Prior to Construction				
Soil shall be stabilized to eliminate the potential for liquefaction at Sites 1 and 2 or to control its effects (e.g., removal and replacement or liquefiable soils; in situ stabilization by grouting, densification, or de-watering; buttressing of lateral spread zones).	GEO-3	Project Engineer, Project Contractor	During Construction				
Paleontology If paleontological materials are discovered during construction, all earth-moving activity within and around the immediate discovery area shall be diverted until a qualified paleontologist can assess the nature and significance of the find.	PALEO-1	Project Contractor	During Construction				
Hazard Waste/Materials Any transformer to be relocated during site construction/demolition shall be conducted under the purview of Pacific Gas and Electric to identify property-handling procedures regarding potential Polychlorinated Biphenyls (PCBs).	HAZ-1	Project Engineer, Project Contractor	During Construction				
All miscellaneous debris piles located on-site shall be removed off-site and properly disposed of at an approved landfill facility. In areas where possible demolition debris piles are present (Site 3), a visual inspection of the ground surface shall	HAZ-2	Project Contractor	During Construction				

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be conducted. Should staining and/or hazardous substances be observed, an Environmental Professional with Phase II/Site Characterization experience shall conduct sampling in order to confirm or deny the presence of ACMs.							
Areas of exposed soils within the operating ROW, which will be disturbed during excavation/grading activities, shall be sampled and tested for lead prior to construction activities, so that any special handling, treatment, or disposal provisions associated with aerially deposited lead may be included in construction documents (if aerially deposited lead is present).	HAZ-3	Project Engineer, Project Contractor	Prior to Construction				
If unknown wastes or suspect materials, including groundwater, are discovered during construction by the contractor, all excavation activities in the immediate vicinity of the area of concern shall be suspended. The Department, in conjunction with other appropriate agencies, shall develop a plan to investigate suspect materials and determine what corrective measures, if any, may be required to safeguard public health and the environment.	HAZ-4	Project Contractor	During Construction				
Air Quality During clearing, grading, earth moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following BAAQMD dust control measures: ■ Water all active construction areas at least twice daily. ■ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.	AQ-1	Project Contractor	During Construction				

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■ For paved roads, apply water three times daily; apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. ■ Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets. ■ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more). ■ Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.). ■ Limit traffic speeds on unpaved roads up to 15 mph. ■ Install sandbags or other erosion control measures to prevent silt runoff to public roadways. ■ Replant vegetation in disturbed areas as quickly as possible.							
All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.	AQ-2	Project Contractor	Prior to Construction				
The contractor shall adhere to Department	AQ-3	Project Contractor	Prior to and During				

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Standard Specifications for Construction (Sections 10 and 18 [Dust Control] and Section 39-3.06 [Asphalt Concrete Plant Emissions]).			Construction				
During ground disturbance activities associated with Site 3, the construction contractor shall comply with CARB's Airborne Toxic Control Measures (ATCM) addressing NOA (Section 93105 and 93106 of Title 17 of the California Code of Regulations). These ATCMs regulate construction, grading, quarrying and surface mining operations, as well as surfacing applications.	AQ-4	Project Contractor	During Construction				
Noise and Vibration Prior to Grading Permit issuance, the Applicant shall implement the following: ■ All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers; placing construction equipment such that emitted noise is directed away from sensitive noise receivers; and other temporary noise attenuation devices (i.e., fences). ■ Property occupants located immediately adjacent to the Project site boundary shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the proposed Project. A sign, legible at a distance of 50 feet, shall also be posted at the Project construction site. All notices and signs shall indicate the dates and duration of construction	NOI-1	Project Proponent	Prior to Construction				

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activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints. ■ The Applicant shall comply with Caltrans Standard Specifications Section 14 "Noise Ordinance" and Special Provisions S5-310 "Noise Control" requirements.							
Biological Resources ***Plants*** To the maximum extent practicable, healthy trees shall be retained and protected during project construction. Trees that shall be retained within or near the proposed Project sites shall be protected following conditions of Project approval. At a minimum, retained trees shall be protected during project build-out with the following measures: ■ The Project proponent shall retain a consulting arborist prior to any ground disturbance activities. The consulting arborist shall develop a tree-protection plan outlining specific procedures to ensure that retained trees are protected during the construction phase. ■ For retained trees in the immediate vicinity of construction or demolition areas, problems of soil compaction within the root zone resulting from heavy	PLANT-1	Project Proponent, Qualified Arborist	During Construction				

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construction equipment need to be prevented. In order to minimize construction and demolition impacts to retained trees, barrier fencing shall be installed around the dripline of all retained trees or at the edge of construction areas. Any construction or demolition activities taking place within the dripline of retained trees shall be implemented by hand or with light equipment that does not cause severe soil compaction. All fencing shall remain in place throughout the construction phase of the Project. ■ Any limb or root pruning to be conducted on retained trees shall be approved and supervised by the consulting arborist and shall follow best management practices developed by the International Society of Arboriculture. ■ Supplemental irrigation, fertilizer, and mulch to retained trees shall be applied as determined by the consulting arborist.							
All trees removed as a result of the proposed Project, regardless of their species or size, shall require the following replacement-to-removal ratios as set forth by the California Department of Transportation: ■ 3:1 for native trees (i.e., trees native to the region) with a diameter at breast heath (diameter approximately 48 inches	PLANT-2	Project Proponent, Qualified Arborist, Director of the Department of Planning, Building and Code Enforcement	Prior to Construction				

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above natural grade) or DBH, of at least 6 inches. ■ 1:1 for native trees with a DBH less than six inches ■ 1:1 for non-native trees regardless of size. Replacement trees shall be installed on-site if feasible, or off-site at an alternative site(s). Alternative sites may include, but would not be limited to, local parks, schools, or an adjacent property where such plantings can be utilized for screening purposes. Replacement trees shall be replaced with the same native species or other native tree species approved by a certified arborist, and all non-native species will be replaced with a native species appropriate to the site. Planting stock should be collected locally (within approximately 5-miles of the tree replacement site) to the maximum extent possible in order to maintain genetic integrity of the native species to be replaced. Replacement plantings shall be completed during the period between September and January to allow the tree to acclimate during the cooler and moister periods of the year. If it is determined that the site lacks sufficient area to accommodate all of the replacement plantings and if alternative offsite locations are not available, then in-lieu fess shall be paid into local reforestation projects such as San Jose's Our							

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City Forest program. Such donation will be equal to the cost of the required replacement trees, including associated installation costs, for off-site tree planting in the local community. A receipt for any such donation shall be provided to Caltrans Project Manager prior to the removal of the trees.							
Animals To the maximum extent practicable, trees planned for removal shall be removed during the nonbreeding season (September 1 through January 31). If it is not possible to avoid tree removal or other disturbances during the breeding season (February 1 through August 31), a qualified biologist shall conduct a pre-construction survey for tree-nesting raptors in all trees on the proposed Project sites, if such disturbance will occur during the breeding season. This survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). If nesting raptors are detected on the proposed Project sites during the survey, a suitable construction-free buffer shall be established around all active nests. The precise dimension of the buffer (up to 250 feet for raptors) shall be determined at that time and may vary depending on location and species. Buffers shall remain in place for the duration of the breeding season or until it has been confirmed by a qualified biologist	AN-1	Project Contractor, Qualified Biologist	Prior to and During Construction				

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that all chicks have fledged and are independent of their parents.							
A pre-construction survey shall be conducted by a qualified biologist for burrowing owls within 30 days of the onset of construction. These surveys shall be conducted in a manner consistent with accepted burrowing owl survey protocols. All suitable habitats of the Project area shall be covered during this survey.	AN-2	Project Proponent, Qualified Biologist	Prior to Construction				
If pre-construction surveys determine that burrowing owls occupy the site during the non-breeding season (September 1 through January 31), then a passive relocation effort by a qualified biologist (i.e., blocking burrows with one-way doors and leaving them in place for a minimum of three days) may be necessary to ensure that the owl is not harmed or injured during construction. The relocation of resident owls must be according to a relocation plan prepared by a qualified biologist and conducted in consultation with California Department of Fish and Game (CDFG). This plan must provide for the relocation to nearby lands possessing available nesting and foraging habitat. Once it has been determined that owls have vacated the site, the burrows can be collapsed, and ground disturbance can proceed. If burrowing owls are detected on the site or immediately adjacent lands (i.e., within 250 feet of the site boundary) during the breeding season (February 1 through August 31), a construction-free buffer of up to 250 feet shall be established around any active owl nests. The buffer areas shall be enclosed with temporary fencing, and	AN-3	Project Proponent, Qualified Biologist, California Department of Fish and Game	Prior to and During Construction				

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construction equipment and workers shall not enter the enclosed setback areas. Buffers shall remain in place for the duration of the breeding season. After the breeding season, passive relocation of any remaining owls may take place as described above.							
Invasive Species In compliance with the Executive Order on Invasive Species, E.O. 13112, and subsequent guidance from the Federal Highway Administration (FHWA), the landscaping and erosion control included in the project will not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions will be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.	INV-1	Project Engineer, Project Contractor	Prior to and During Construction				

Appendix D

Acronyms

Appendix D: List of Acronyms

°	Degrees
$\mu g/m^3$	Microgram per Cubic Meters
A	Exclusive Agriculture
A1	General Use
AB	Assembly Bill
AC	Alternating Current
AcE	Altamont Clay, 15 to 30 percent slopes
ACM	Asbestos Containing Materials
ACOE	(United States) Army Corps of Engineers (USACE – natural communities)
ACORE	American Council on Renewable Energy
ADA	Americans with Disabilities Act
ADL	Aerially Deposited Lead
AGR	Agriculture
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AN	Animal Species
APE	Area of Potential Effect
AQ	Air Quality
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ArA	Arbuckle Gravelly Loam, 0 to 2 percent slopes
ARB	Air Resources Board
ASR	Archaeological Survey Report
ASTM	American Society for Testing and Materials
ATCM	Airborne Toxic Control Measures
BAAQMD	Bay Area Air Quality Management District
Basin	San Francisco Bay Area Air Basin
BAT/BCT	Best Available Technology/ Best Conventional Pollutant Control Technology
Bay	Bay and Baylands
bgs	Below Ground Surface
BMP	Best Management Practices
BT&H	Business, Transportation and Housing Agency
C	Commercial
C-GD	Countywide Issues and Policies - Growth and Development
C-HS	Countywide Issues and Policies - Health and Safety
C-PR	Countywide Issues and Policies - Parks and Recreation
C-RC	Countywide Issues and Policies - Resource Conservation
C-TR	Countywide Issues and Policies - Transportation

CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal-IPC	California Invasive Plant Council
CalEPA	California Environmental Protection Agency
CalFIRE	California Department of Forestry and Fire Protection
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
Cd	Campbell Silty Clay
CDFG	California Department of Fish and Game
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERFA	Community Environmental Response Facilitation
CESA	California Endangered Species Act
CHRIS	California Historical Resources Information System
CFR	Code of Federal Regulations
CI	Campus Industrial
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
COC	Chemicals of Concern
County	Santa Clara County
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRLF	California Red-legged Frog
CRPR	California Rare Plant Rank
CRZ	Clear Recovery Zone
CTC	California Transportation Commission
CTBG	Census Tract Block Group
CULT	Cultural Resources
CVSP	Coyote Valley Specific Plan
CWA	Clean Water Act
dB	Decibel
dBA	A-Weighted Decibels
DC	Direct Current
DDD	dichlorodiphenyldichloroethane
DDE	dichlorodiphenyldichloroethylene
DDT	dichlorodiphenyltrichloroethane
Department	California Department of Transportation

DLAE	District Local Assistance Engineer
DNL	Day-Night Average Sound Level
DOT	Department of Transportation
DSA	Disturbed Soil Area
DWQ	Division of Water Quality
DWR	Department of Water Resources
EA	Environmental Assessment
ED	Economic Development
EDD	Employment Development Department
EDR	Environmental Data Resources
EIR	Environmental Impact Report
EMS	Emergency Medical Services
ENA	Exclusive Negotiation Agreement
E.O.	Executive Order
EPA	Environmental Protection Agency
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
ft	Feet
FTIP	Federal Transportation Improvement Program
GC	General Commercial District
GEO	Geology, Soils, Seismic, and Topography
GHG	Greenhouse Gas
GIS	Geographic Information System
HACR	Historic, Archaeological and Cultural Resources
HC	Highway Commercial Overlay District or Highway Commercial
HCP	Habitat Conservation Plan
HD	Hillside Development
HDR	High Density Residential
HFC	Hydrofluorocarbon
HOV	High Occupancy Vehicle
HPSR	Historic Property Survey Report
HRER	Historic Resources Evaluation Report
HSAA	Hazardous Substance Account Act
I	Industrial
IGR	Intergovernmental Review
in	Inches

IP	Industrial Park
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
ISA	Phase I Initial Site Assessment
ITS	Intelligent Transportation System
KfB	Kitchen Middens
kWh	Kilowatt hours
Ldn	Day-Night Average Sound Level
LED	Light Emitting Diode
Leq	Equivalent sound level
LI	Light Industrial
Lmax	Maximum sound level
LOS	Level of Service
LU	Land Use
LU1	Landscape Unit 1 *Note: the number changes with each LU discussed, i.e., LU2, LU3, etc.*
LUST	Leaking Underground Storage Tank
McB	Maxwell Clay, 0 to 5 percent slopes (or series see geo and natural communities)
MC	Campus Industrial District
MCE	Maximum Credible Earthquake
MDR	Medium Density Residential
MFL	Multi-Family Low
MFM	Multi-Family Medium
MH	Mobilehome
MHDR	Medium High Density Residential
MHGP	Morgan Hill General Plan
MLD	Most Likely Descendent
MLDR	Medium Low Density Residential
MMT	Million Metric Tons
MND	Proposed Mitigated Negative Declaration
MOA	Memorandum of Agreement
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
MSAT	Mobile Sources Air Toxics
msl	Mean sea level
MTBE	Methyl Tertiary Butyl Ether
MTC	Metropolitan Transportation Commission
MU	Mixed Use
MW	Megawatt
NAAQS	National Ambient Air Quality Standards

NAC	Noise Abatement Criteria
NADR	Noise Abatement Decisions Report
NAHC	Native American Heritage Commission
NCC	Notice of Construction Completion
NCCP	Natural Communities Conservation Plan
NCCP Act	Natural Community Conservation Planning Act
NE	Northeast
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NFIP	National Flood Insurance Program
NGVD	National Geodetic Vertical Datum
NHPA	National Historic Preservation Act
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxide
NOA	Naturally Occurring Asbestos
NOAA	National Oceanic and Atmospheric Administration
NOC	Notice of Construction
NOCC	Notice of Completion of Construction (See also NCC)
NOI	Noise and Vibration
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRHP	National Register of Historic Places
NUH	Non-Urban Hillside
NW	Northwest
NWIC	Northwest Information Center
O_3	Ozone
OHP	Office of Historic Preservation
OI	Office Industrial
OPR	Office of Planning Research
OS	Open Space
OSHA	Occupational Safety and Health Act
PA	Programmatic Agreement
PALEO	Paleontology
Pb	Lead
PCB	Polychlorinated Biphenyls
PD	Planned Development
PDT	Project Development Team
PF	Public Facilities District
PFC	Perfluorocarbons
PG&E	Pacific Gas and Electric
PLANT	Plant Species

$PM_{2.5}$	Particulate matter 2.5 microns in diameter or less
PM_{10}	Particulate matter 10 microns in diameter of less
PM	Postmile
PoA	Pleasanton Loam, 0 to 2 percent slopes
POAQC	Projects of Air Quality Concern
POS	Private Open Space
PpA	Pleasanton Gravelly Loam, 0 to 2 percent slopes
PPA	Power Purchase Agreement
PPOS	Public Park and Open Space
PQP	Public/Quasi-Public
PQS	Professionally Qualified Staff
PR	Private Recreation
PRC	Public Resources Code
Proposed Project	Solar Highways Pilot Project
PUD	Planned Unit Development District
PV	Photovoltaic
R-1-1	Single Family Residential
R-1-5	Single Family Residential
R2-3	Medium Density Residential
R-HS	Rural Unincorporated Area – Health and Safety
R-LU	Rural Unincorporated Area – Land Use
R-PR	Rural Unincorporated Area – Parks and Recreation
R-RC	Rural Unincorporated Area – Resource Conservation
R-TR	Rural Unincorporated Area – Transportation
RaA	Rincon Clay Loam, 0 to 2 percent slopes
RBF	RBF Consulting
RC	Rural County
RCP	Reinforced Concrete Pipe
RCRA	Resource Conservation and Recovery Act of 1976
RE	Residential Estate
REC	Recognized Environmental Condition
Republic	Republic Cloverleaf Solar LLC
ROG	Reactive Organic Gases
ROW	Right-of-Way
RPS	Renewable Portfolio Standards
RSA	Resource Study Area
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board

SAP	Sampling and Analytical Procedures
SCCFD	Santa Clara County Fire Department
SCCGP	Santa Clara County General Plan
SCJAP	South County Joint Area Plan
SCV	Santa Clara Valley
SCVWD	Santa Clara Valley Water District
SdA	San Ysidro Loam, 0 to 2 percent slopes (or series see geo and natural communities)
SE	Southeast
SER	Standard Environmental Reference
SFL	Single Family Low
SFM	Single Family Medium
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SJ	San Jose
SJGP	San Jose General Plan
SJFD	San Jose Fire Department
SJPD	San Jose Police Department
SO_2	Sulfur Dioxide
SODC	State of California-Owned/ Department Controlled
Soils	Soils and Geologic Conditions
SPRR	Southern Pacific Railroad
SR	Scenic Route
SR	State Route
SVDR	South Valley Disposal & Recycling, Inc.
SW	Southwest
SWMP	(Statewide) Storm Water Management Plan
SWPPP	Storm Water Pollutant Prevention Plan
SWRCB	State Water Resources Control Board
TBA	Tertiary Butyl Alcohol
TCA	Trichloroethane
TMDL	Total Maximum Daily Load
TMP	Traffic Management Plan
TPH	Total Petroleum Hydrocarbon
TPHg	Total Petroleum Hydrocarbon Gasoline
TSCA	Toxic Substances Control Act
U-LM	Urban Unincorporated Area Issues and Policies – General Land Use Management
UBC	Universal (Uniform) Building Code
UC	University of California
UCMP	University of California Museum of Paleontology

US	United States Route
USA	Underground Service Alert
USC	United States Code
USDA	United States Department of Agriculture
US EPA	United State Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground Storage Tank
VdB	Vibration Decibel
VHT	Vehicle Hours Traveled
VIA	Visual Impact Assessment
VLDR	Very Low Density Residential
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VTA	(Santa Clara) Valley Transportation Authority
WAT	Water Resources
WPCP	Water Pollution Control Plant
YeA	Yolo Silty Clay Loam, 0 to 2 percent slopes
ZbA	Zamora Clay Loam, 0 to 2 percent slopes

Appendix E

Letters of Support

HILL & KNOWLTON

Norman Y. Mineta
Vice Chairman

August 16, 2010

Peter A. Darbee
Chairman & CEO
PG&E Corporation
77 Beale Street – 32nd Floor
San Francisco, CA 94105

PETER:

Dear Mr. Darbee:

I want to tell you about a company that I have been working with called Republic Cloverleaf Solar ("Republic"). By way of background, I have been working with The Republic Family of Companies and its founder, Richard L. Kramer, since the 1990's. In June of this year, Republic asked Hill & Knowlton to join their development team to assist their business plan to become a nationwide solar development company which specializes in public-private partnerships with local, regional and state agencies. Specifically, Hill & Knowlton and I are helping Republic in its attempt to secure a bilateral Power Purchase Agreement (PPA) with PG&E.

The project is an innovative and unique idea to develop photovoltaic power systems along California highways. Specifically, Republic will develop over thirteen megawatts of solar energy along seven Caltrans air space, right-of-way interchanges along Highway 101 between the Santa Clara County cities of Morgan Hill and San Jose totaling over 70 acres of property. Once approved by the California Transportation Commission (CTC) in 2011, Republic will enter into a long-term ground lease with Caltrans for these interchanges. This ground lease will provide a lease payment to the state and it will make Republic responsible for operation and maintenance of the interchanges litter and weed abatement.

Republic possesses an Exclusive Negotiation Agreement (ENA) with the California Transportation Commission for the right to develop seven Caltrans interchanges in Santa Clara County. This ENA was approved by the CTC in May 2010, as part of an official State of California "Pilot Project" to create renewable energy for what will be a solar model for California and the nation as it relates to the development of renewable energy along and adjacent to transportation systems. As a former Secretary of Commerce and Secretary of Transportation at the Federal level, I am supportive of this concept as I believe it will be an excellent cleantech job creator that can be replicated by states and nationally.

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The Pilot Project is important to California and it is particularly important to the CTC. I have been in contact with Secretary Dale Bonner from the California Department of Business, Transportation and Housing about Republic. Secretary Bonner is very interested in the jobs and investment that the Pilot Project will provide in addition to the long-term implications it will have on our economy as it relates to Assembly Bill 32. This is a $65 million capital project creating over 300 new, cleantech jobs.

The benefits of this Pilot Project are numerous. First, the interchanges that Republic will develop for the solar highway currently have little to no commercial value to the state since they are air spaces. Secondly, these air spaces require on-going, costly Caltrans maintenance for litter and weed abatement for which Republic will take responsibility. Third, there is an extraordinary branding opportunity for these highly visible solar generating installations. Literally, a million cars a day will see that PG&E and Caltrans are working to create renewable energy. Finally, the prospect of revenue sharing allows Caltrans to create new revenue for their cash strapped highway systems. This Pilot Project will open the door for a true California solar highway creating revenue and jobs in California and across the nation.

Republic has indicated to me that they want to work with PG&E on what would be a bilateral PPA. It is my understanding that the available PG&E solar renewable portfolio standards (RPS) and other PPA programs do not fit the Republic business concept for practical reasons. As an example, Republic had been preparing to submit an application for the California Public Utilities Commission (CPUC) approved, but yet to be issued, solar photovoltaic program PPA known as the "3-20 megawatt" PPA. I am told this program, although tailored for mid-size solar power generation systems like Republic, severely limits solar projects with multiple interconnection points. This function of the 3-20 PPA would preclude unique solar developments like Republic from competing within what is a "reverse auction." In addition, the 3-20 PPA also only allows for a maximum of five applications to be submitted each year, which would limit the number of interchanges that could be applied for to two or three (depending on the number of interconnections per intersection). All of this matters to Republic relating to the volume purchase price of panels and the timing of the project. Republic did conduct a thoughtful and thorough effort to work within the proposed 3-20 megawatt PPA and through their counsel, filed a protest letter in June of this year as its response to a PG&E advice letter. In its response, PG&E stated that "Unusual projects can be presented to PG&E through the more flexible RPS solicitation process or as an offer in a bilateral negotiation". This response from PG&E is one of the main reasons I am reaching out for your assistance with Republic as I would like to request that we explore this bilateral process in the spirit of the June 21, 2010 PG&E letter to insure the success of this important Pilot Project for the region and the state.

I would like to meet with you to talk about the concept of a bilateral PPA between Republic and PG&E. Michael Van Every, the lead executive for Republic, has already discussed this issue with Barry Williams from your board. Mr. Williams had suggested that Republic contact Mr. Fong Wan, in your structured financing team and that seems like a reasonable next step following our

discussion. However, before this meeting occurs, I would like to discuss with you the wide ranging benefits of this State sponsored solar program to insure its success.

Thank you very much for your consideration of this concept.
I look forward to our meeting in the near future with you and my Republic partners.

With best wishes and warmest personal regards,

Norman Y. Mineta
Vice Chairman
Hill & Knowlton

CC: Secretary Dale E. Bonner

Commissioner Timothy Simon, CPUC
Richard Kramer, Chairman, Republic Family of Companies
Michael R. Van Every, Senior Vice President, Republic Cloverleaf Solar

CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

Chuck Reed
MAYOR

September 16, 2010

Peter A. Darbee
Chairman of the Board, Chief Executive Officer and President
C/O Nancy McFadden, Senior Vice President
PG&E Corporation
77 Beale Street, 32nd Floor
San Francisco, CA 94105

Chairman Darbee:

In 2007, as part of my commitment to creating new jobs and enhancing the environment, I created San Jose's Green Vision: 10 long term goals that seek to create jobs, improve energy efficiency, and add renewable energy to the grid. We are always looking for innovative companies or ideas to help us achieve our goals. I believe the Republic Cloverleaf Solar Highway project can make a significant contribution to our efforts.

The Republic Cloverleaf Solar Highway Project is an innovative solar development public-private partnership between Republic Cloverleaf Solar LLC and the State of California that will create 15 megawatts of solar power, energizing over 3,000 Silicon Valley homes. The project will utilize over 65 acres of Caltrans right of way, stretching seven interchanges along Highway 101 from unincorporated Santa Clara County to San Jose.

I hope PG&E and Republic can work together to make the Solar Highway a reality. This will likely require a bilateral power purchase agreement subject to CPUC approval. In addition, this will be another way for PG&E to work collaboratively to implement AB 32 which continues to be under attack from special interests that threaten our new market economy.

The Solar Highway Project will provide much needed exposure to the general public of how PG&E, the State, San Jose, Morgan Hill and Santa Clara County are working together to rebuild our infrastructure energy systems to become less reliant on foreign oil and reduce green house gases. The Solar Highway represents a powerful opportunity for the general public to see PG&E's commitment to new sources of energy.

Thank you again for PG&E's commitment to work with local cities on this and other new renewable energy projects.

Sincerely,

Chuck Reed

Chuck Reed
Mayor

200 East Santa Clara Street, 18th floor, San José, CA 95113 *tel* (408) 535-4800 *fax* (408) 292-6422 www.sjmayor.org

STATE CAPITOL
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FAX (916) 319-2123

DISTRICT OFFICE
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SAN JOSE, CA 95113
(408) 277-1220
FAX (408) 277-1036

Assembly
California Legislature

JOE COTO
ASSEMBLYMEMBER, TWENTY-THIRD DISTRICT

COMMITTEES
GOVERNMENTAL ORGANIZATION, CHAIR
APPROPRIATIONS
LOCAL GOVERNMENT
JOINT LEGISLATIVE AUDIT
REVENUE AND TAXATION

September 15, 2010

Peter A. Darbee
Chairman of the Board, Chief Executive Officer and President
C/O Nancy McFadden, Senior Vice President
PG&E Corporation
77 Beale Street, 32nd Floor
San Francisco, CA 94105

Chairman Darbee:

I am certain you are focused on the issues related to the San Bruno fire but wanted to briefly bring to your attention an innovative local company, Republic Cloverleaf Solar which has an interesting project that transforms otherwise unusable freeway property to create commercial scale solar generation.

The Solar Highways Project is a 15 megawatt system located on seven freeway interchanges along State Highway 101 from Gilroy to South San Jose. Republic has succeeded in entering into an exclusive negotiating agreement with CalTrans to create a long term ground lease for up to 65 acres of property (several of which are in my legislative district).

This project is an example of bringing together the solar industry and the public sector to drive the growth of solar energy at the state and local level. Republic has made me aware that they plan to approach PG&E to discuss entering into a bilateral power purchase agreement (PPA). It is my hope that these discussions turn into a successful PPA and that this project becomes a reality. Should you wish to discuss this further or have any questions, I would be glad to meet with you or the appropriate staff person.

Thank you for your attention to this matter.

Sincerely,

Joe Coto

JOE COTO
Assemblymember, 23rd District

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Silicon Valley Leadership Group

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Working Council Chair
SHERRI SAGER
Lucile Packard Children's Hospital
Established in 1978 by DAVID PACKARD

September 28, 2010

Tom Bottorff, Senior Vice President
Nancy McFadden, Senior Vice President
PG&E Corporation
77 Beale Street, 32nd Floor
San Francisco, CA 94105

Dear Mr. Bottorff and Ms. McFadden:

I am writing to express my support for the Solar Highways Project, a project being developed by Republic Cloverleaf Solar LLC ("Republic"). In my position as director of transportation policy for the Silicon Valley Leadership Group, I see many proposed projects, but rarely do I see an opportunity as innovative and effective as reusing existing freeway land to create renewable energy.

Republic Cloverleaf Solar proposes utilizing excess Caltrans property to generate solar power. The first-phase of this Pilot Project calls for solar panel arrays placed on 75 to 100 acres of land at up to twelve freeway interchange sites in Santa Clara County. The Pilot Project is expected to generate 20 megawatts of renewable energy.

This project is exciting because it could:

- Provide a new source of revenue for the State of California on currently unusable land by way of a long term ground lease and profit sharing
- Be replicated throughout California
- Create 300 new jobs for the current phase of the project in a down economy, with the potential to create even more jobs as the idea is taken statewide
- Reduce carbon emissions
- Show Silicon Valley residents that the government and the utilities care about utilizing renewable energy

As you are well-aware, the Silicon Valley Leadership Group's mission is to work with local, regional, state, and federal government officials to address major public policy issues affecting the economic health and quality of life in Silicon Valley. The Leadership Group was founded on the premise that local employers should be actively involved in working with government to find innovative solutions to issues like transportation, housing, permit streamlining, education, and the environment. The Solar Highways Project fits within our goals, and it is my hope that PG&E will accept Republic into a bilateral Power Purchase Agreement to make this project possible.

Sincerely,

Jessica Zenk
Director, Transportation Policy

Cc: Peter Darbee

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San Jose, Calif. 95126
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www.solartech.org

Board of Directors

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NABCEP
Rocky Mountain Institute
Clean Power Finance
Fremont Union HS District

September 7, 2010

Peter A. Darbee
Chairman of the Board, Chief Executive Officer and President
C/O Nancy McFadden, Senior Vice President
PG&E Corporation
77 Beale Street, 32nd Floor
San Francisco, CA 94105

Chairman Darbee:

Before I begin, I want to thank you again for PG&E's participation in SolarTech. Our member companies are our backbone and make it possible for us to resolve the technical and market barriers that hinder the widespread adoption of solar energy for residential and commercial systems.

Another of our member companies, Republic Cloverleaf Solar LLC ("Republic"), has an interesting project that I wanted to make you aware of, as it is an exciting use of otherwise unusable freeway property to create commercial scale solar generation.

The project is called the **Solar Highways Project**, and is a 15 megawatt system located in seven freeway interchanges along Highway 101 from Gilroy to South San Jose. Republic has succeeded in entering into **an exclusive negotiating agreement with Caltrans** to create a long term ground lease for up to 65 acres of property.

This project is an example of bringing together the solar industry and the public sector to drive the growth of solar energy at the state and local level, which is an important goal of SolarTech. We focus our efforts to provide best practices and implementation standards that make mass adoption of solar a reality. It is our hope that once this project is successful, this idea can be showcased as a model example to scale state and nationwide through our strong partnerships with the various US Department of Energy Solar Market Transformation Programs and American Council on Renewable Energy (ACORE)

Republic has made me aware that they plan to approach PG&E to discuss entering into a bilateral power purchase agreement (PPA). It is my hope that these discussions turn into a successful PPA and that this project becomes a reality.

Sincerely,

Doug Payne

Co-Founder, Executive Director
SolarTech Consortium,
www.solartech.org

CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

Sam T. Liccardo
COUNCILMEMBER

September 15, 2010

Peter A. Darbee
Chairman of the Board, Chief Executive Officer and President
C/O Nancy McFadden, Senior Vice President
PG&E Corporation
77 Beale Street, 32nd Floor
San Francisco, CA 94105

Dear Mr. Darbee:

As Chair of the Board of Directors, I write you to express my awareness and support of the Solar Highways Project, a proposal being put forth by Republic Cloverleaf Solar LLC ("Republic"). The proposal is to locate a 15 megawatt photovoltaic power generation system within freeway interchanges along Highway 101 in Santa Clara County.

Although the VTA does not benefit directly from this program, I have spoken with VTA staff, who have expressed an openness to exploring whether a similar program might be implemented within other sites in our real estate portfolio.

Republic has been in contact with VTA planning and operation staff regarding the Solar Highways Project as it relates to our long-term highway planning document, "VTA Plan 2035." Based on the analysis of VTA staff, we have no plans to expand any of the seven interchanges along Interstate 101 in Santa Clara County proposed for this "Solar Highway" project. I expect that this means that these areas will remain, for the most part, vacant.

Without full consideration of the Board, I cannot speak for the VTA, but I personally state that I support the expansion of solar energy systems to create new, renewable energy for our Santa Clara County residents, and I also support Republic's commitment to litter and weed abatement in these intersections as a means to assist Caltrans in its severely constrained maintenance budget. In this County and throughout the state, the maintenance of our highways has suffered severely by budget cuts, and I see this as a great public-private partnership to assist in providing a long-term solution to ongoing safety and aesthetic problems caused by garbage and other debris.

In order to make this project a reality, it is my understanding that PG&E will have to work with Republic to create a bilateral Power Purchase Agreement (PPA), which would be subject to the approval of the California Public Utilities Commission. I support this effort. The Solar Highway project could create new jobs for our local economy, revenues for the State of California, and greenhouse gas emission savings. This could provide a model for the rest of the nation to follow. As VTA Chair and a Councilmember with the nation's 10th largest city, I

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support creative initiatives like this that can generate new revenues, create jobs, improve our environment, and improve municipal services.

I have a good working relationship with the Republic Family of Companies, one of which has a public-private partnership with the VTA on a key mixed-use development called "The Ohlone." They have demonstrated the capacity and competence to finance and construct new development projects, and this will make for a successful solar project for PG & E and our region.

Sincerely,

Sam Liccardo
Board Chair, Valley Transportation Authority
San Jose City Councilmember, District 3

CITY OF MORGAN HILL

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FAX: 408-779-3117
www.morganhill.ca.gov

STEVE TATE
Mayor

September 24, 2010

Peter A. Darbee
Chairman of the Board, Chief Executive Officer and President
C/O Nancy McFadden, Senior Vice President
PG&E Corporation
77 Beale Street, 32nd Floor
San Francisco, CA 94105

Dear Mr. Darbee:

The City of Morgan Hill is excited about a proposal called the Solar Highways Project that we are working with in coordination with Republic Cloverleaf Solar LLC ("Republic"). We support the idea of utilizing remnant freeway property to create solar energy, and look at it as not only a way to create renewable energy and new job opportunities, but at a location that is considered a "Gateway" to Silicon Valley. We think this project will the first step in taking this idea statewide and eventually nationwide.

As a part of this project, Morgan Hill has been working with Republic on the Sustainable Communities Planning Grant and Incentive Program, a grant that will be utilized for community outreach in Morgan Hill, San Jose and Santa Clara County. As part of this community outreach, Republic will be discussing the benefits of carbon emission reduction and how that affects air and water quality, global warming and public health.

This project creates an opportunity for PG&E to further show its commitment to providing energy from renewable sources and could have a significant positive impact in the public's perception of PG&E as a company. With PG&E's recent outreach challenges, this is a particularly important opportunity for PG&E to generate goodwill from the community outreach, the media attention we expect this project to receive and the thousands of motorists who will travel by this project each day.

I support this project and sincerely hope that PG&E will work with Republic to make this vision possible.

Warm Regards,

Steve Tate
Mayor

September 7, 2010

Peter A. Darbee
Chairman of the Board, Chief Executive Officer and President
C/O Nancy McFadden, Senior Vice President
PG&E Corporation
77 Beale Street, 32nd Floor
San Francisco, CA 94105

SAN JOSE SILICON VALLEY
CHAMBER OF COMMERCE

Dear Mr. Darbee:

The San Jose Silicon Valley Chamber of Commerce is a coalition of businesses representing more than a quarter of a million jobs across every sector of the economy. We are pleased to have PG&E as a member of this coalition and Mary Ellen Ittner as a member of our Board of Directors.

I am writing you on behalf of another of our members, Republic Cloverleaf Solar LLC ("Republic") to show our support of their Cloverleaf Solar Highways project in Santa Clara County. I have met with representatives of Republic and they have shown me their plans to create a 15 megawatt solar power plant located in unusable freeway interchanges along Highway 101. I think this is an innovative idea as it not only creates renewable energy, but it creates a revenue source for the State of California and most importantly creates new clean tech jobs in our region.

I see San Jose as the leader in technology, and creating this type of project, creating in essence a "solar gateway", will further put our stamp on our region as the "Capital of Silicon Valley". It is my hope that this project not only succeeds, but is replicated throughout the state and possibly the nation. The idea that we can turn non-commercial state-owned property into renewable energy systems that creates new jobs and provides a sustainable revenue source to the State is one that must be explored very seriously.

The Chamber has been advocating for Republic with local and regional government agencies showing our support of renewable energy creation in San Jose. Republic has shared with me that they requested an opportunity to work with PG&E on a bilateral power purchase agreement that would be subject to the California Public Utilities Commission approval. The Chamber and its membership hope that Republic is given every opportunity to work with PG&E on this request given the fact that this is a Public-Private Partnership with State of California (Caltrans), and that additional projects of this nature will certainly follow.

The Solar Highways project represents a powerful opportunity for the general public, via thousands of vehicles carrying commuters, residents and tourists each day, to directly see PG&E's strong commitment to new sources of energy. I personally think that this type of project is very timely given the unfair press PG&E has received over the course of the last year. It would seem that there would be endless ways to market and brand this Cloverleaf concept which would include a sincere public outreach effort to show the a large majority of your rate payers how PG&E is a leader in renewable energy. In addition, I have seen firsthand how Republic conducts community outreach, and I believe they are the right partner for PG&E in San Jose and Santa Clara County.

Sincerely,

Pat Dando

Thank you for your consideration.

Pat Dando
President and CEO

101 West Santa Clara Street, San Jose, California 95113
ph: 408/291-5250 • fax: 408/286-5019 • sjchamber.com

INNOVATIVE ECONOMY - LIVABLE ENVIRONMENT
INCLUSIVE SOCIETY - REGIONAL STEWARDSHIP

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23 September 2010

Peter A. Darbee
Chairman of the Board, Chief Executive Officer and President
C/O Nancy McFadden, Senior Vice President
PG&E Corporation
77 Beale Street, 32nd Floor
San Francisco, CA 94105

Dear Mr. Darbee:

I am writing to express my support of the Solar Highways Project, to utilize remnant government owned property to create renewable energy along Highway 101 in Santa Clara County. Joint Venture: Silicon Valley Network provides analysis and action on issues affecting our region's economy and quality of life. The organization brings together established and emerging leaders - from business, government, academia, labor and the broader community - to spotlight issues and work toward innovative solutions.

Climate change is one of our initiatives as we are dedicated to promoting climate-friendly activities that help our local economy and improve quality of life in Silicon Valley. The Solar Highways project represents an innovative approach to the creation of renewable energy which offsets sources of carbon emissions. This 15 megawatt project will offset the equivalent of 15 metric tons of carbon per year.

Economic Development is another of our initiatives for which we created the Silicon Valley Economic Development Alliance (EDA). The Silicon Valley EDA is comprised of cities and counties focused on achieving individual and regional economic development goals while maximizing scarce resources. They are committed to addressing business needs, whether through local government policy and streamlined permitting processes, or linking businesses to local and regional resources that add value to company innovation and growth. The Solar Highways Project is a public private partnership with the State Transportation System that will not only create approximately 300 new jobs, but also provide a long term revenue source for the State from otherwise useless land.

The Solar Highways Project fits within our goals, and it is my hope that PG&E will accept Republic into a bilateral Power Purchase Agreement to make this project possible.

Sincerely,

Russell Hancock

Russell Hancock
President and CEO

100 W San Fernando Street, Suite 310 • San Jose, California 95113
(408) 298-9330 tel • (408) 404-0865 fax • www.jointventure.org

BOARD OF SUPERVISORS
COUNTY OF SANTA CLARA
COUNTY GOVERNMENT CENTER, EAST WING
70 WEST HEDDING STREET, SAN JOSE, CALIFORNIA 95110 / (408) 299-5010
FAX LINE (408) 295-6993

DONALD F. GAGE
SUPERVISOR FIRST DISTRICT

September 9, 2010

Peter A. Darbee
Chairman of the Board, Chief Executive Officer and President
C/O Nancy McFadden, Senior Vice President
PG&E Corporation
77 Beale Street, 32nd Floor
San Francisco, CA 94105

Dear Mr. Darbee:

I am writing to share with you my support for the Solar Highways Project, a project being developed by Republic Cloverleaf Solar LLC ("Republic"). Finding ways to create renewable energy has become a priority for Santa Clara County over the past several years, and this project represents an opportunity to reuse remnant government land to create clean energy. Besides creating renewable energy, creating new jobs in this down economy has become a priority for the County, and I recognize the Solar Highways Project as an opportunity to create 300 jobs in Santa Clara County.

I have known Michael R. Van Every, the Senior Vice President of Republic Cloverleaf Solar, for a number of years, and I became aware of the Solar Highways Project a little over a year ago. I am hopeful that it will succeed.

As the Santa Clara County Supervisor for District 1, all of the interchanges that are a part of this project are located in my district. Two of the interchanges are not only in my district, but they are located in the unincorporated county. Before becoming a Supervisor, I was a councilmember and mayor of the City of Gilroy, and I am very familiar with this stretch of Highway 101. It is my belief that this project will be a landmark as an entrance into Silicon Valley.

RECYCLED PAPER

As I understand the project, the energy generated from this system will be sold back to PG&E to distribute to the end user through a bilateral Power Purchase Agreement. It is my hope that PG&E will work with Republic to create this exciting project and in the process, reap the benefits of the positive perception and goodwill this project will create.

Sincerely,

Donald F. Gage

Donald F. Gage
Santa Clara County Supervisor
District 1

RECYCLED PAPER

Appendix F

Section 2.2.5 - Visual/Aesthetic Figures

SOLAR HIGHWAYS PILOT PROJECT • IS/MND • EA 04-0R00D2-3JUL2

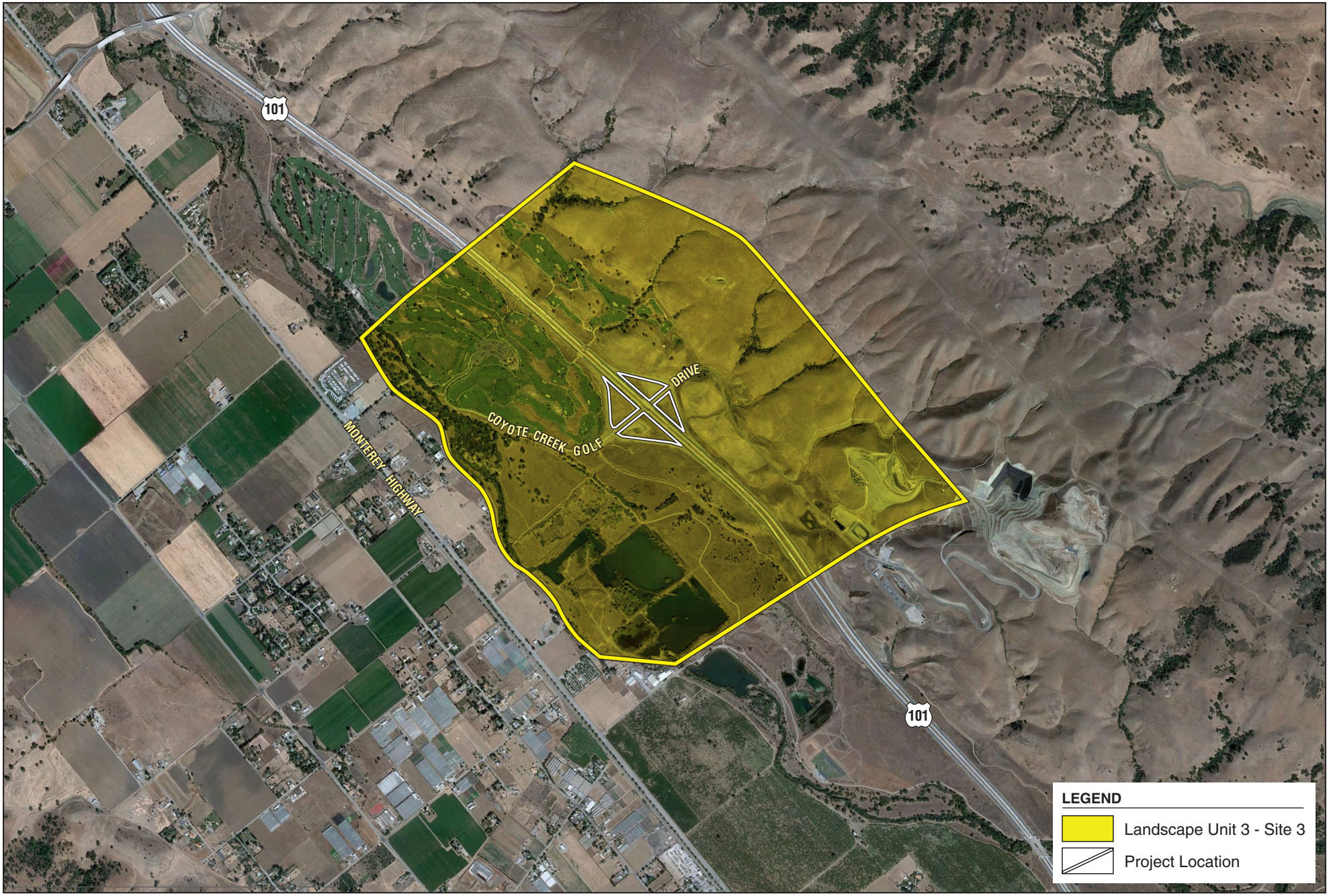
not to scale

Landscape Units

Sites 1 and 2

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-1



SOLAR HIGHWAYS PILOT PROJECT • IS/MND • EA 04-0R00D2-3JUL2

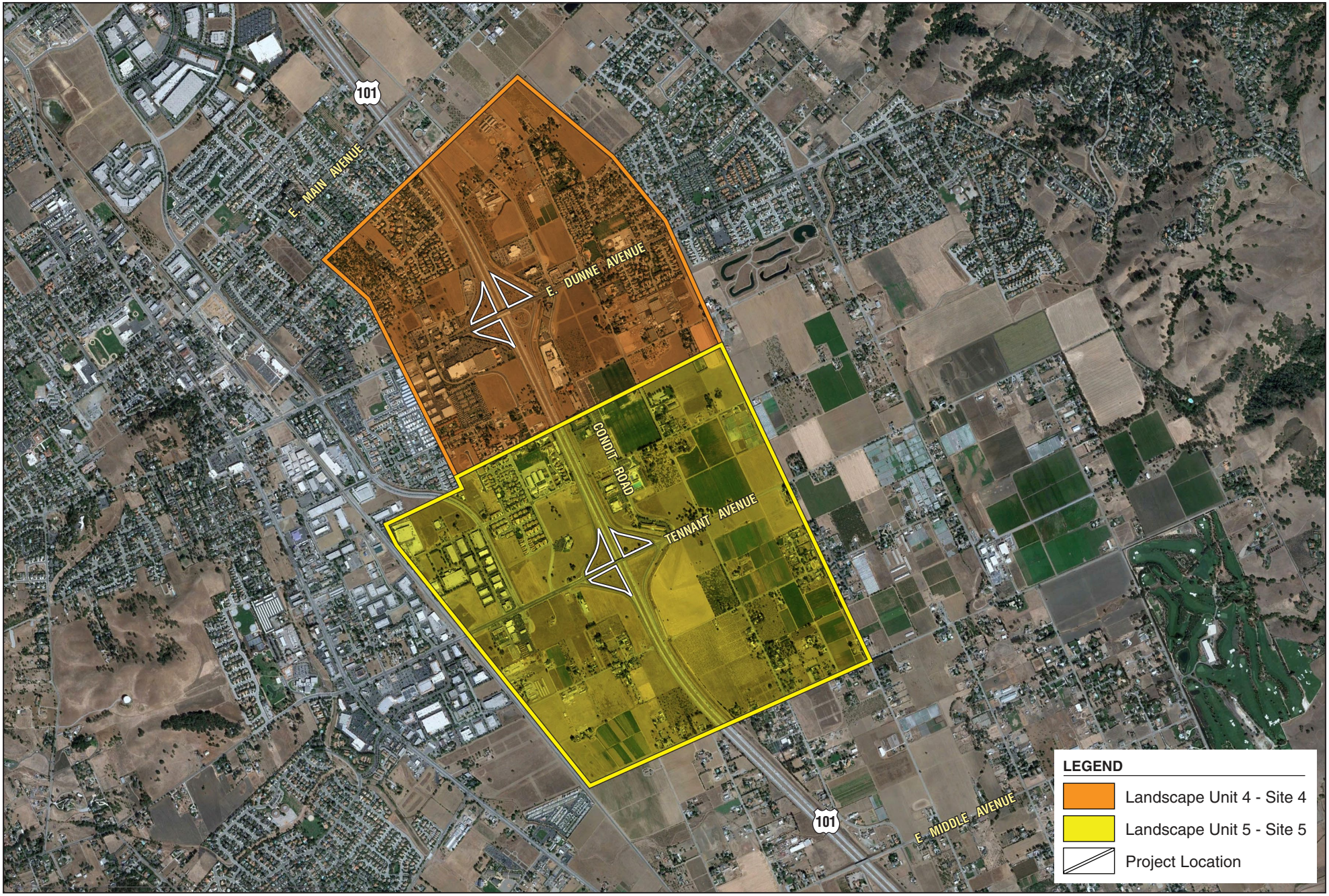
not to scale

Landscape Units

Site 3

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-2



SOLAR HIGHWAYS PILOT PROJECT • IS/MND • EA 04-0R00D2-3JUL2

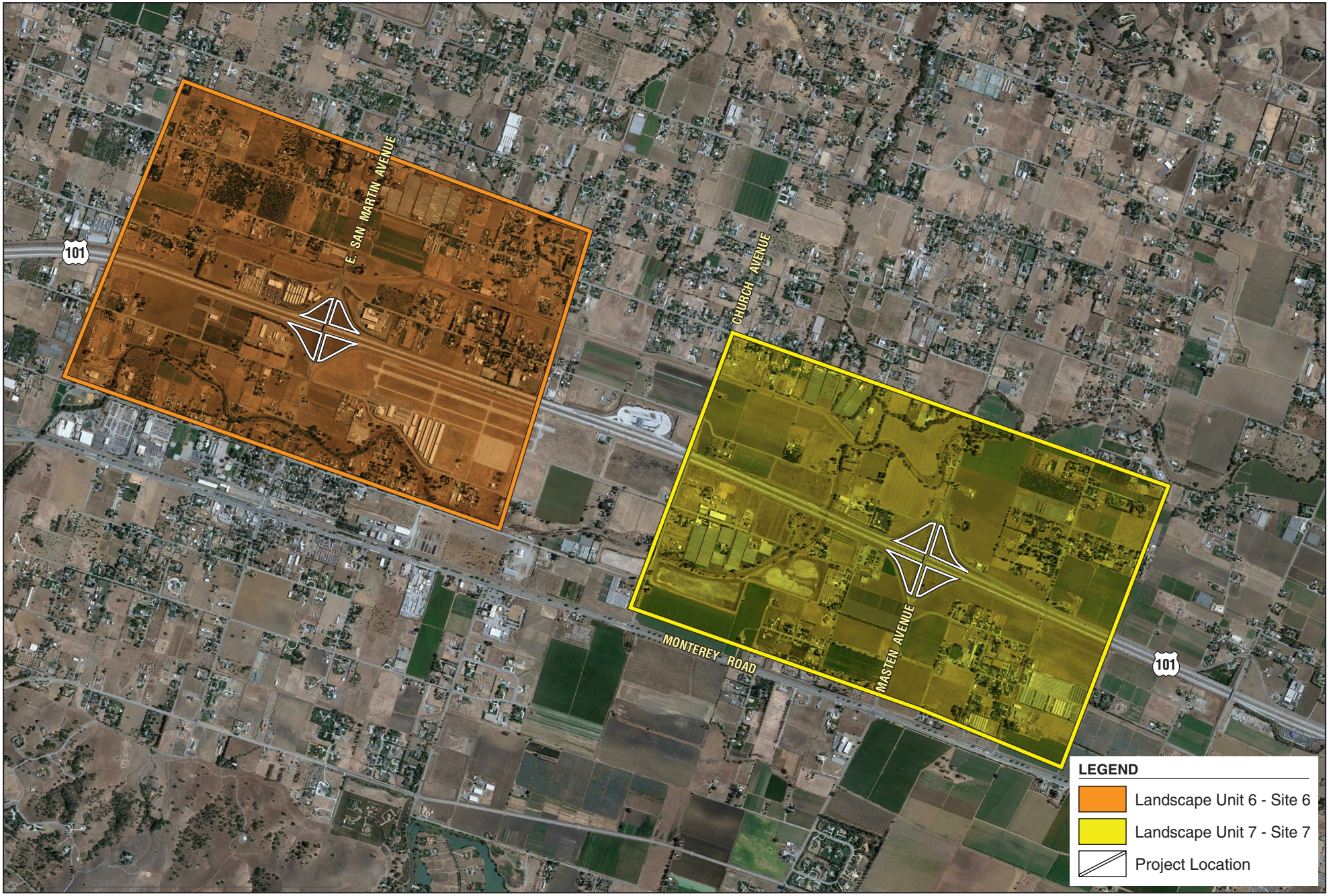
not to scale

Landscape Units

Sites 4 and 5

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-3



SOLAR HIGHWAYS PILOT PROJECT • IS/MND • EA 04-0R00D2-3JUL2

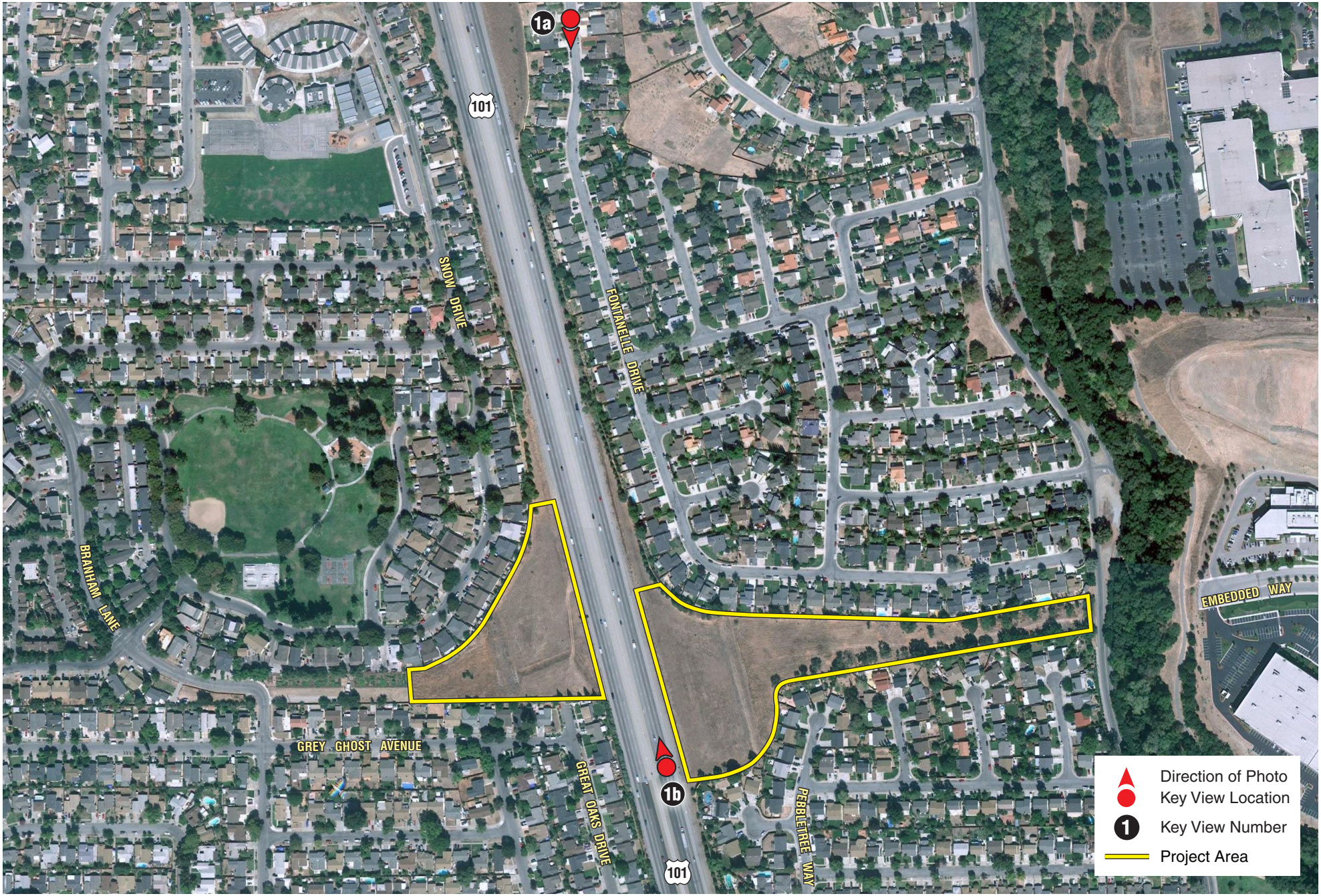
not to scale

Landscape Units

Sites 6 and 7

3/22/10 JN 40-100418-17357 MAS

Figure 2.2.5-4



SOLAR HIGHWAYS PILOT PROJECT • IS/MND • EA 04-0R00D2-3JUL2

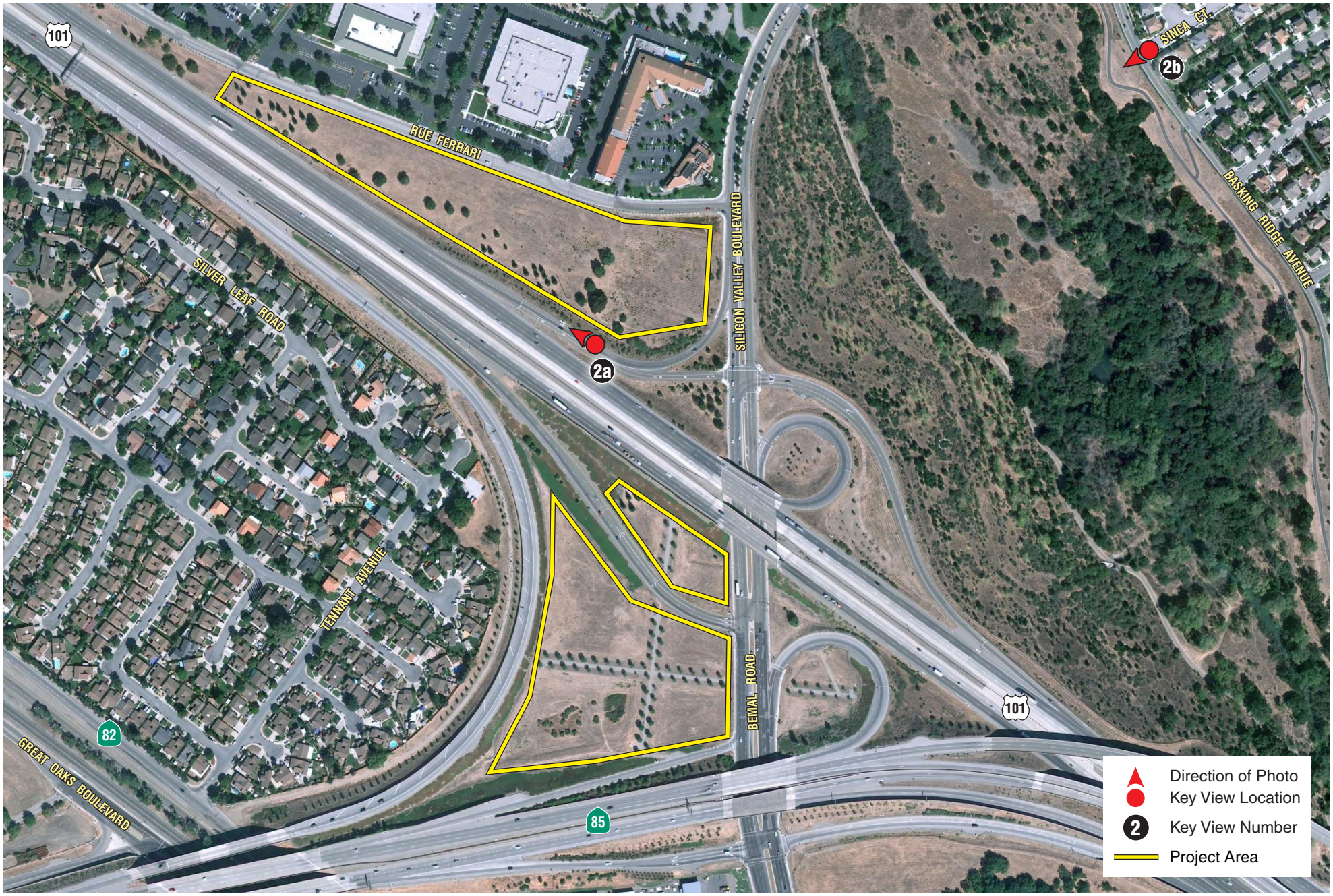
not to scale

Key View Locations Map

Site 1 - Interstate 101 at Branham Lane

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-5



not to scale

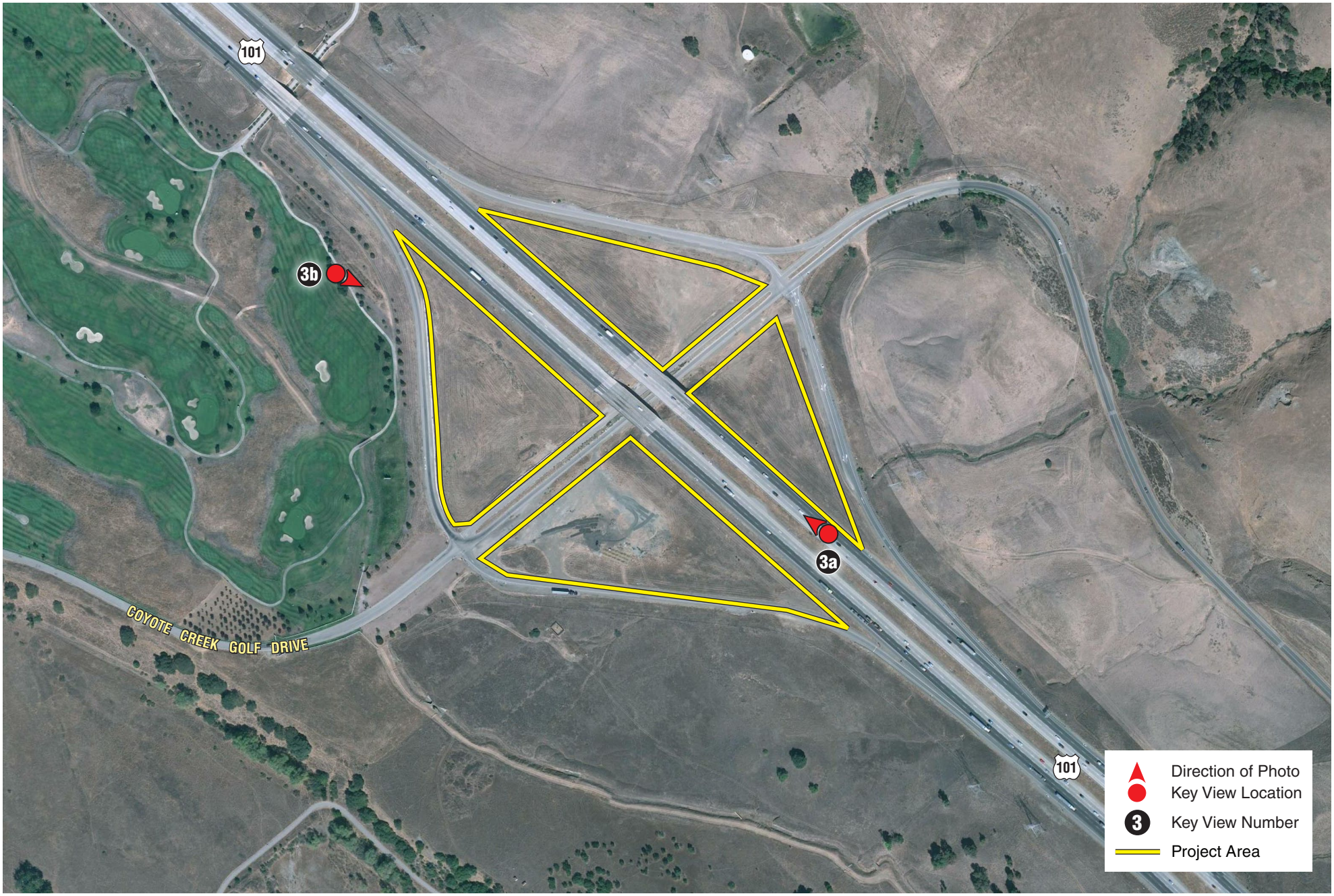
SOLAR HIGHWAYS PILOT PROJECT • IS/MND • EA 04-OR00D2-3JUL2

Key View Locations Map

Site 2 - Interstate 101 at State Route 85

311/11 JN 40-100418-17357 MAS

Figure 2.2.5-6



SOLAR HIGHWAYS PILOT PROJECT • IS/MND • EA 04-OR00D2-3JUL2

Key View Locations Map

Site 3 - Interstate 101 at Coyote Creek Drive

not to scale

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-7

SOLAR HIGHWAYS PILOT PROJECT • IS/MND • EA 04-OR00D2-3JUL2

not to scale

Key View Locations Map

Site 4 - Interstate 101 at East Dunne Avenue

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-8

SOLAR HIGHWAYS PILOT PROJECT • IS/MND • EA 04-OR00D2-3JUL2

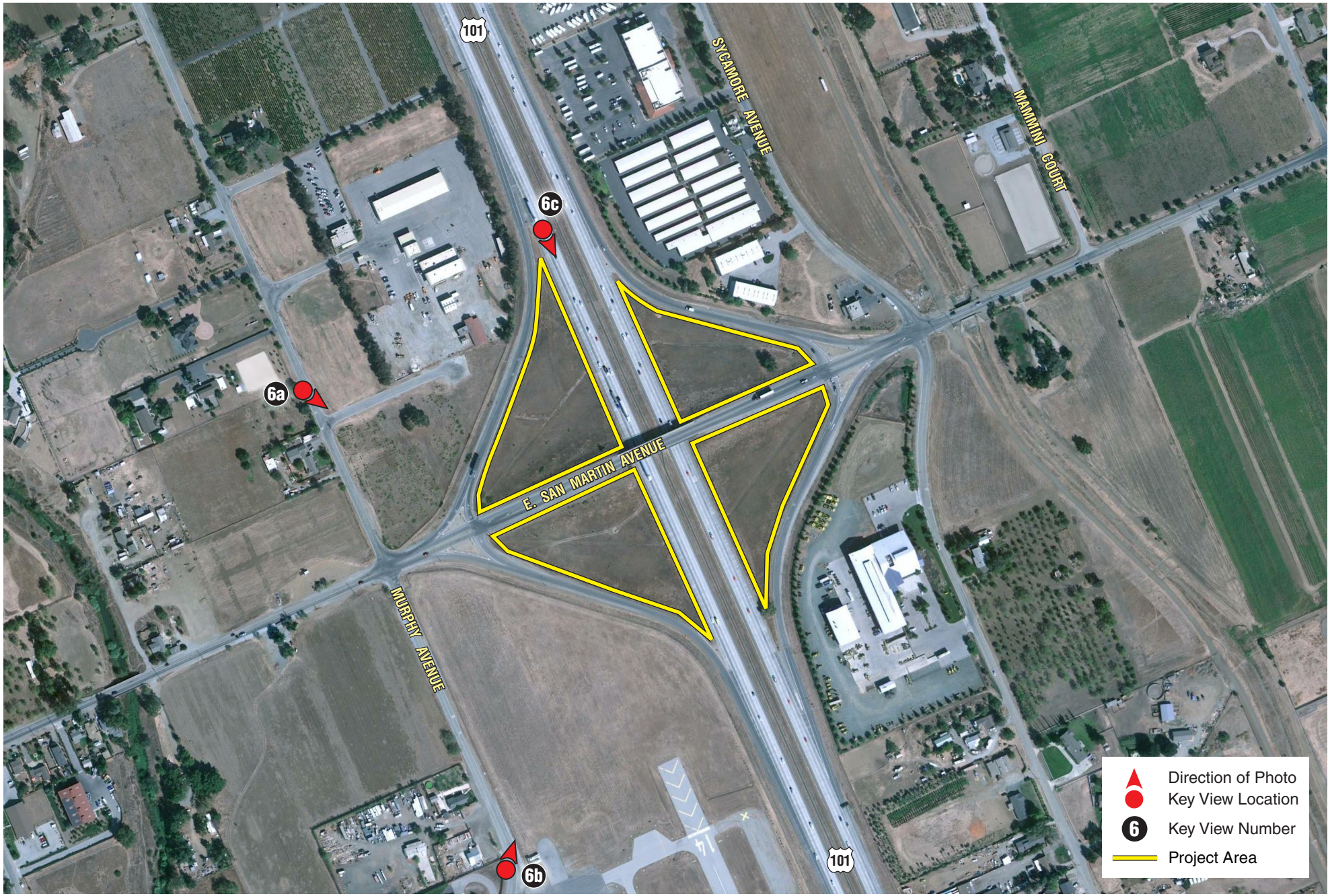
not to scale

Key View Locations Map

Site 5 - Interstate 101 at Tennant Avenue

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-9



not to scale

SOLAR HIGHWAYS PILOT PROJECT • IS/MND • EA 04-OR00D2-3JUL2

Preliminary Key View Locations Map

Site 6 - Interstate 101 at East San Martin Avenue

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-10

not to scale

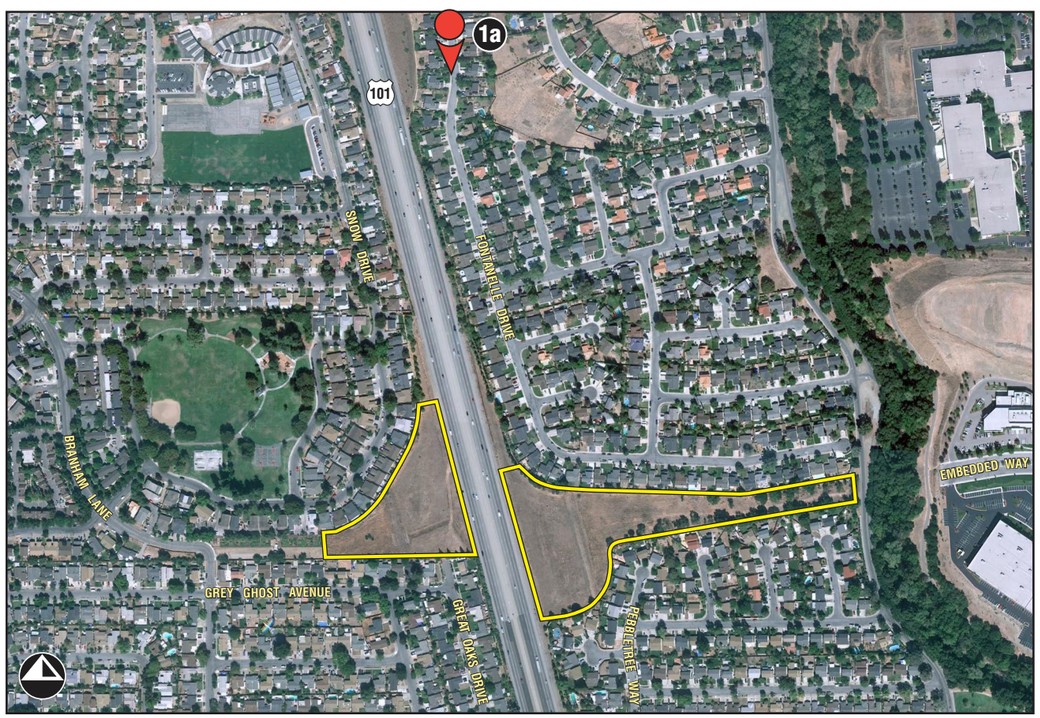
SOLAR HIGHWAYS PILOT PROJECT • IS/MND • EA 04-OR00D2-3JUL2

Key View Locations Map

Site 7 - Interstate 101 at Masten Avenue

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-11



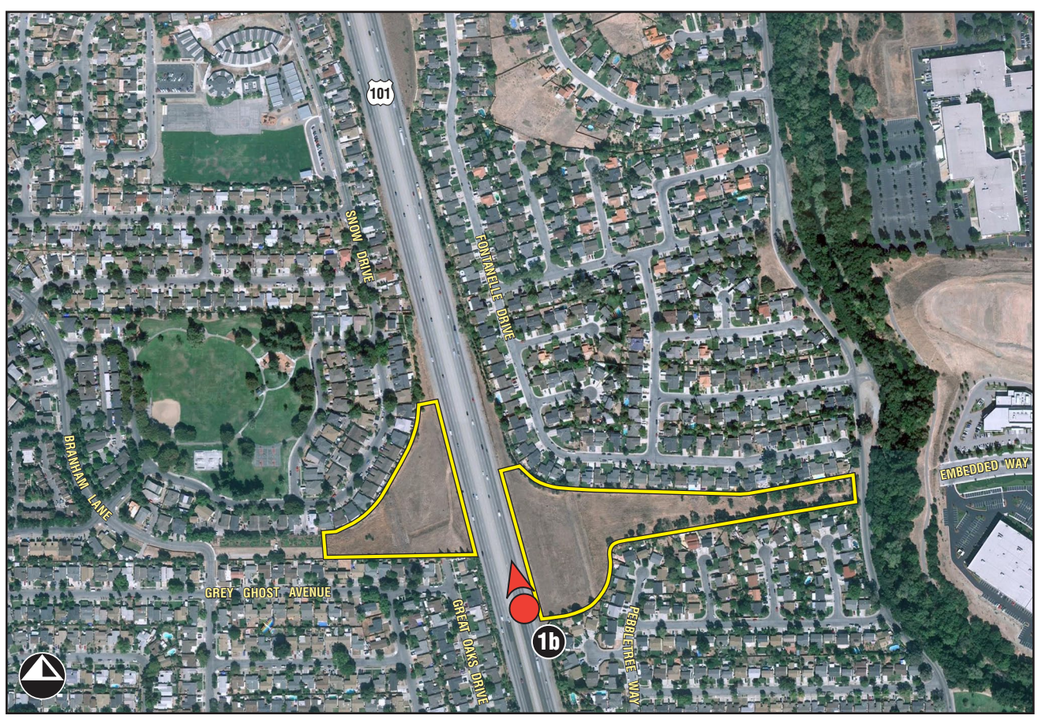
Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 1a - Existing Condition

Figure 2.2.5-12

3/22/11 JN 40-100418-17357 MAS



Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 1b - Existing Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-13

Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 2a - Existing Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-14

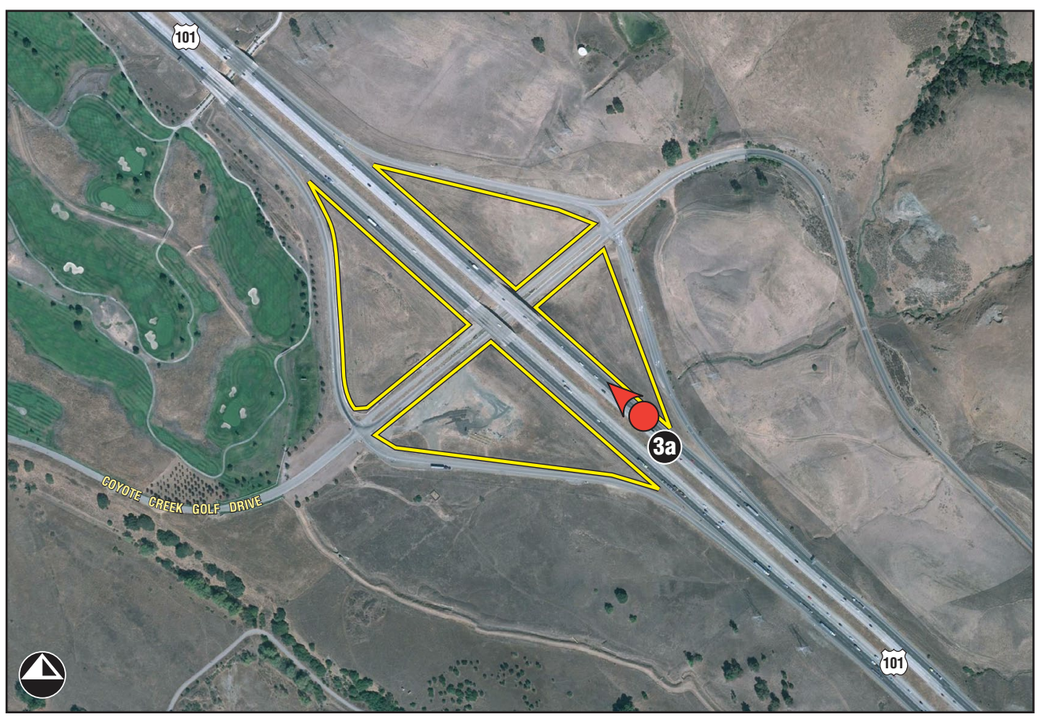
Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 2b - Existing Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-15



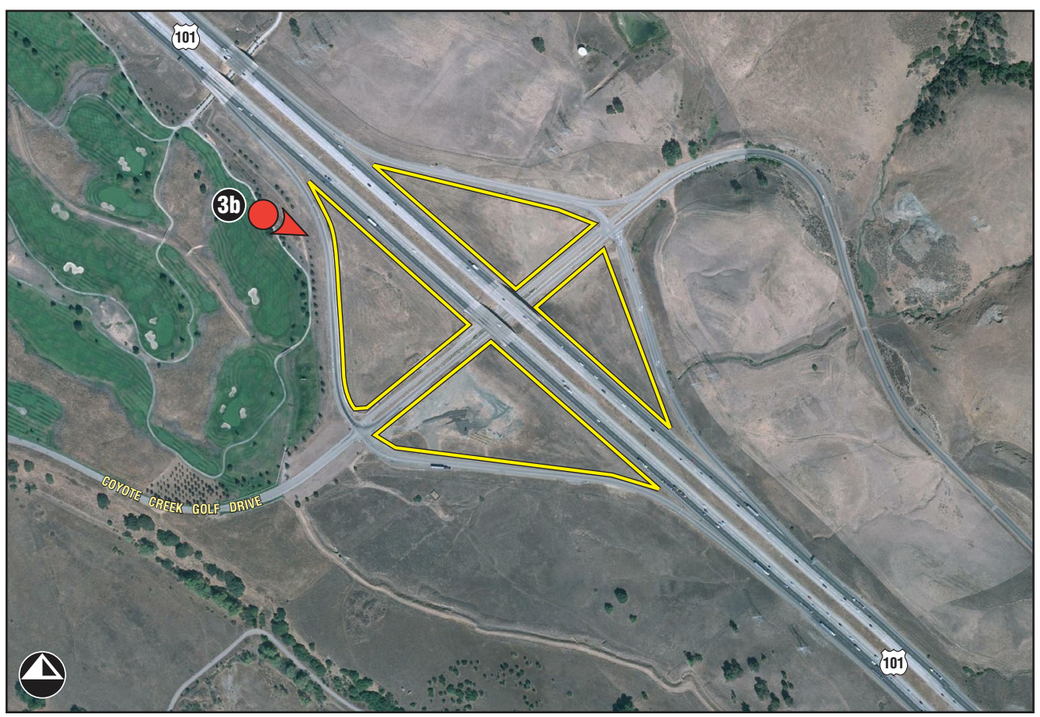
Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 3a - Existing Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-16



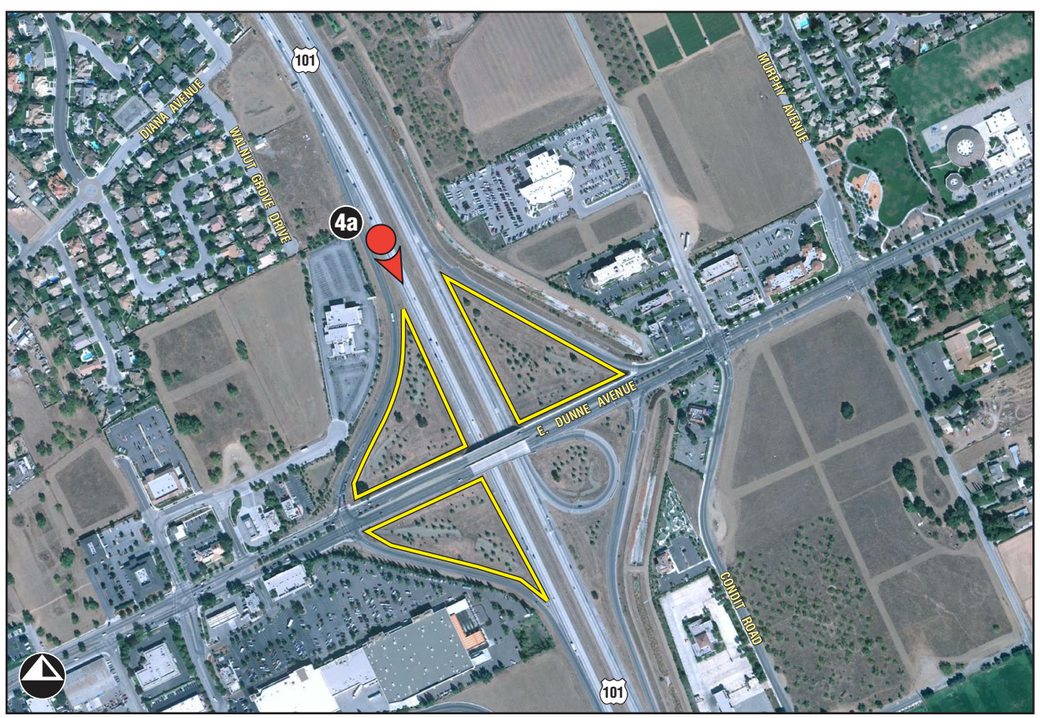
Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 3b - Existing Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-17



Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 4a - Existing Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-18

Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 4b - Existing Condition

11/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-19

Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 4c - Existing Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-20

Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 5a - Existing Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-21

Direction of Photo
Key View Location
5 Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 5b - Existing Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-22

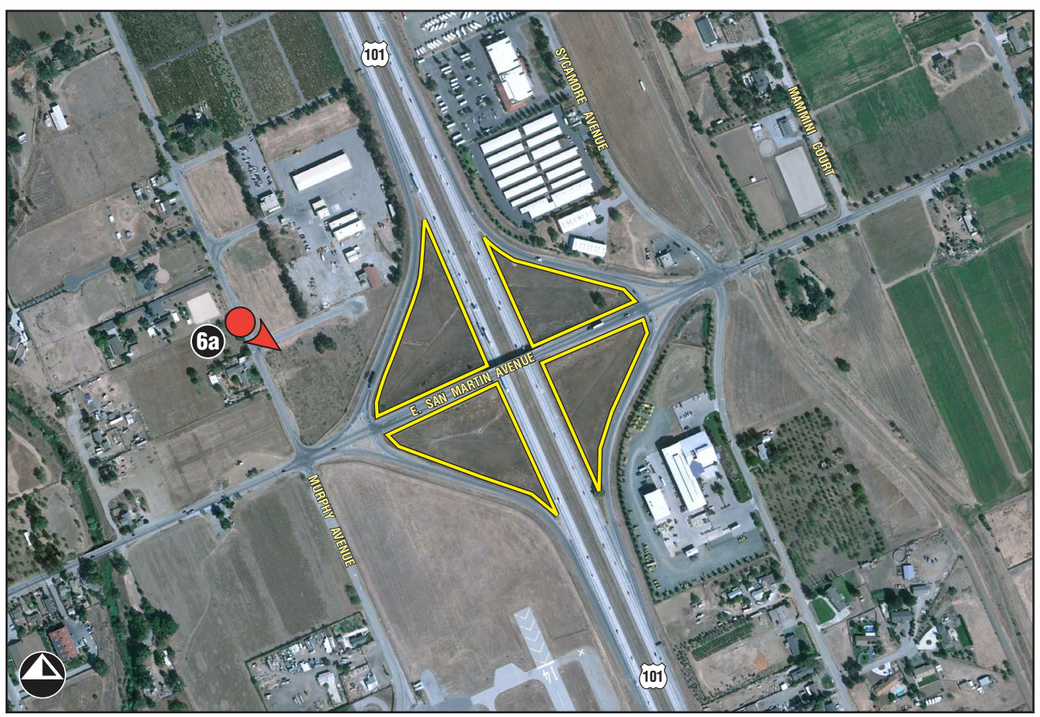
Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 5c - Existing Condition

Figure 2.2.5-23

3/22/11 JN 40-100418-17357 MAS



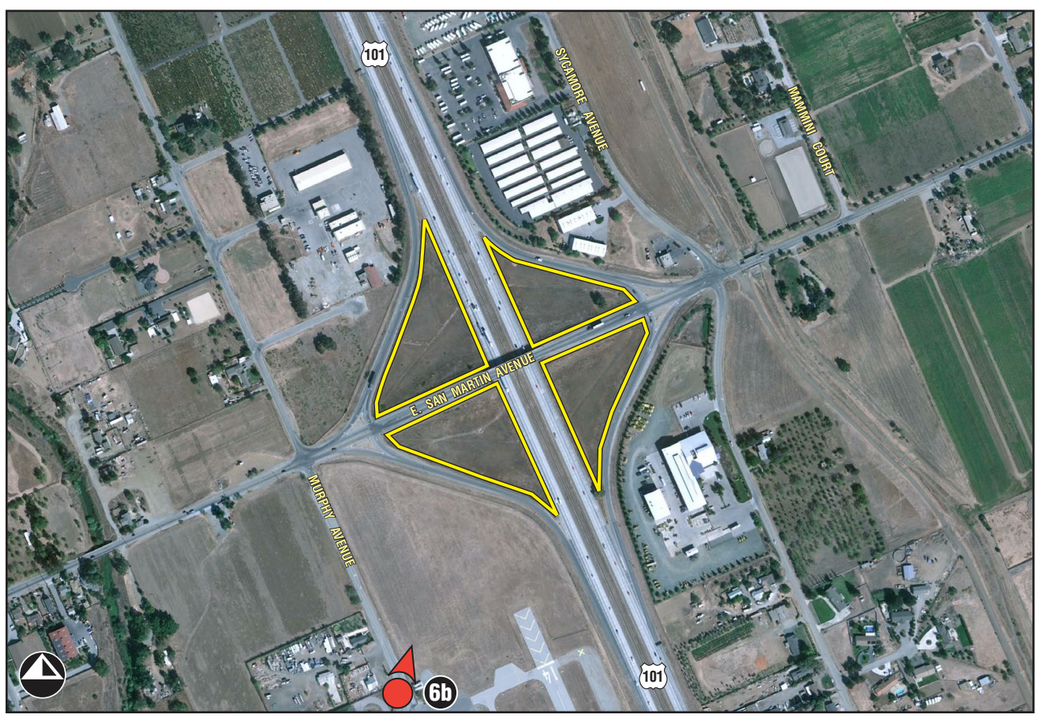
Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 6a - Existing Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-24



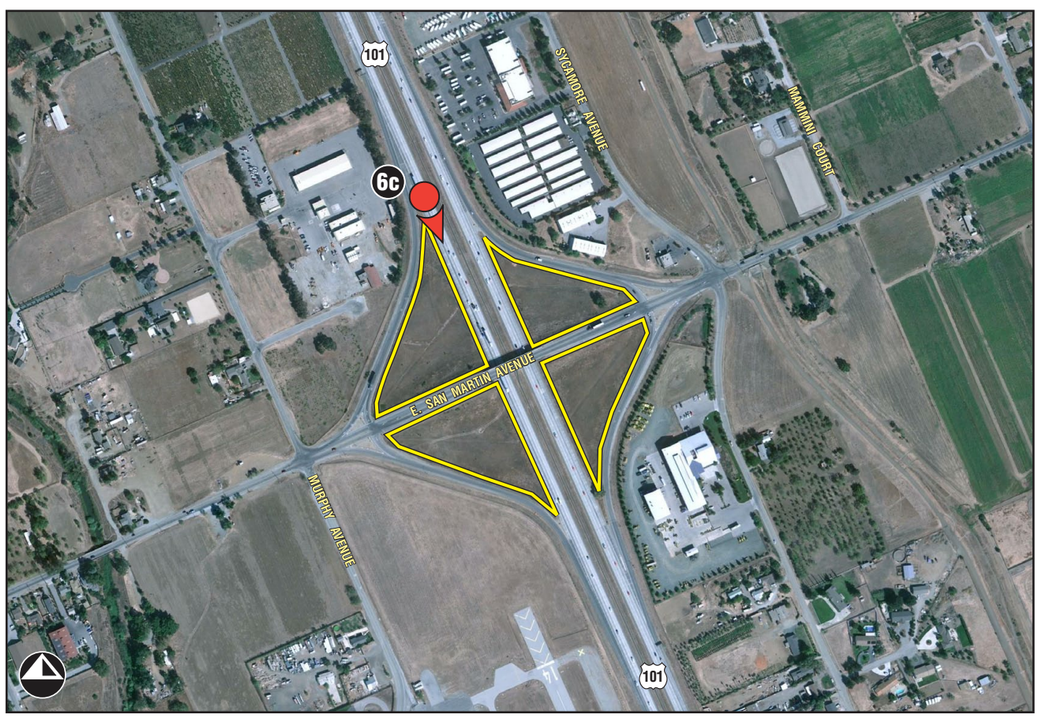
Direction of Photo
Key View Location
6 Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 6b - Existing Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-25



Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 6c - Existing Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-26

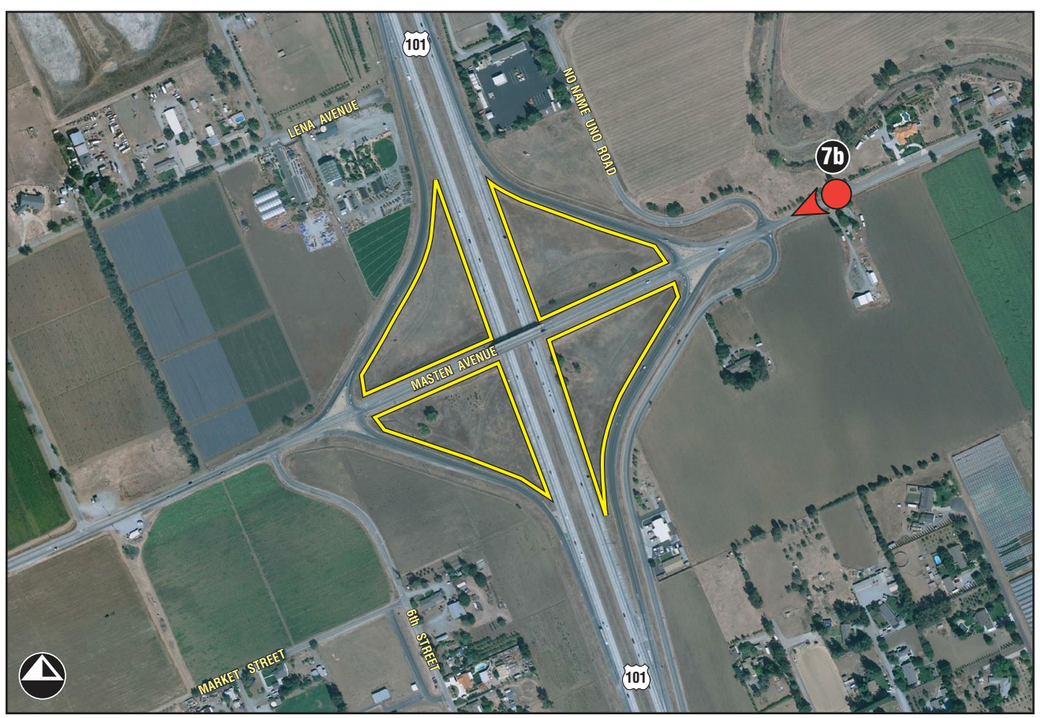
Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 7a - Existing Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-27



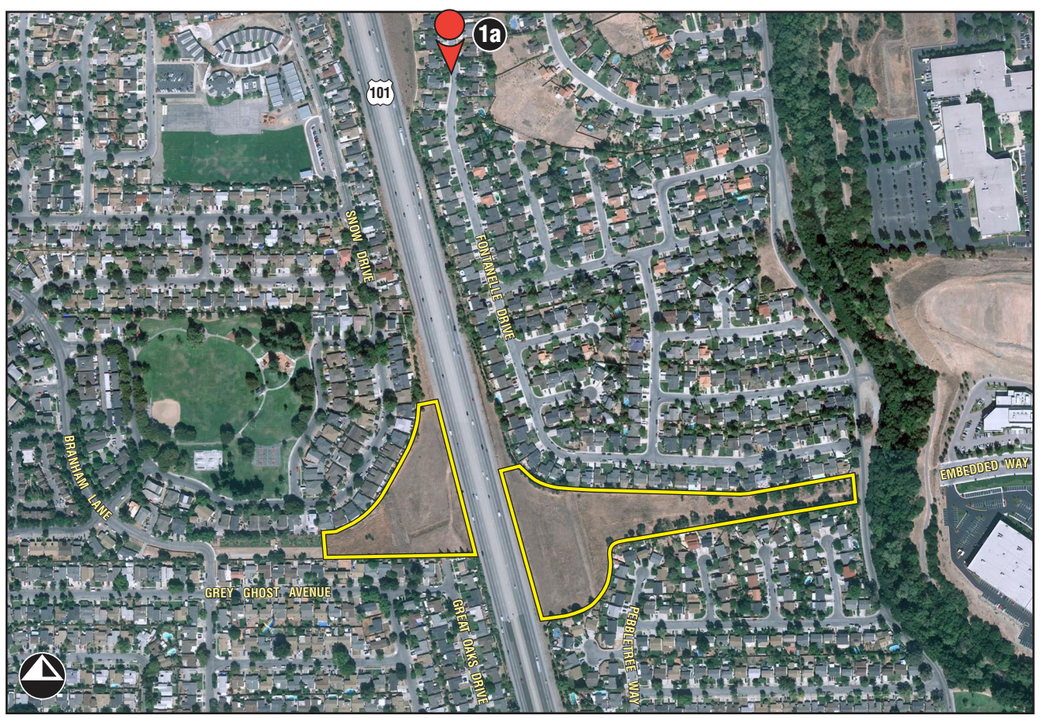
Direction of Photo
Key View Location
7 Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 7b - Existing Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-28



Key View 1a Detail

"For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area. Specific project design features are subject to change during the plans, specifications, and estimates (PS&E) phase for the project."

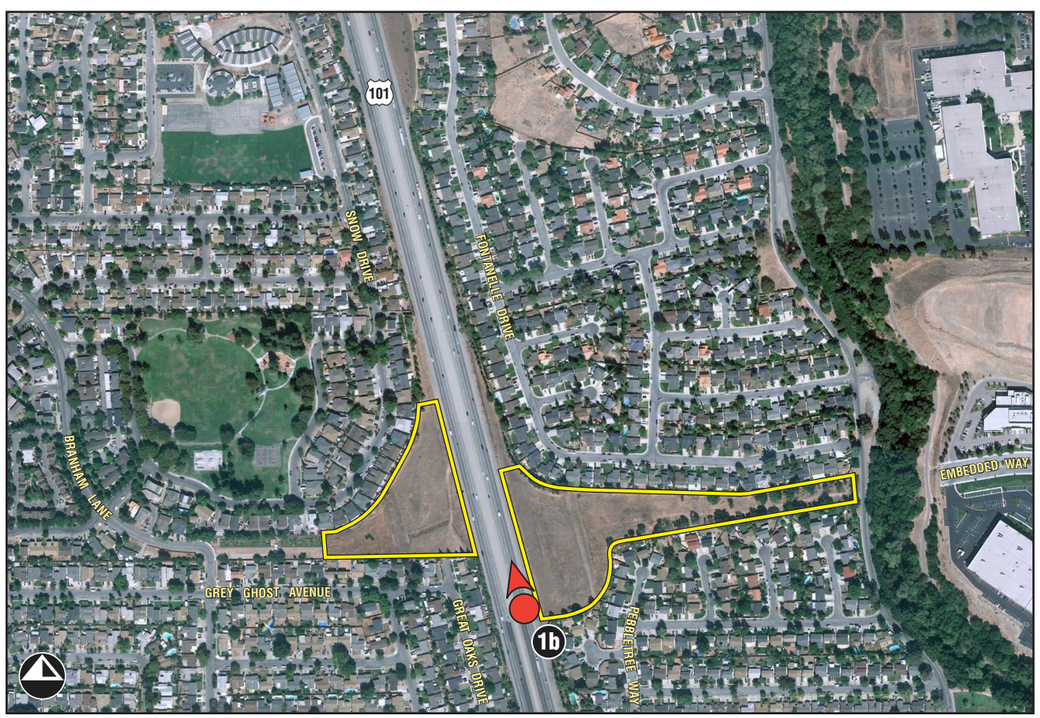
Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-0R00D2-3JUL2

Key View 1a - Proposed Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-29



Direction of Photo
Key View Location
Key View Number

"For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area. Specific project design features are subject to change during the plans, specifications, and estimates (PS&E) phase for the project."

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-0R00D2-3JUL2

Key View 1b - Proposed Condition

Figure 2.2.5-30

3/22/11 JN 40-100418-17357 MAS

"For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area. Specific project design features are subject to change during the plans, specifications, and estimates (PS&E) phase for the project."

Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-0R00D2-3JUL2

Key View 2a - Proposed Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-31

Key View 2b Detail

"For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area. Specific project design features are subject to change during the plans, specifications, and estimates (PS&E) phase for the project."

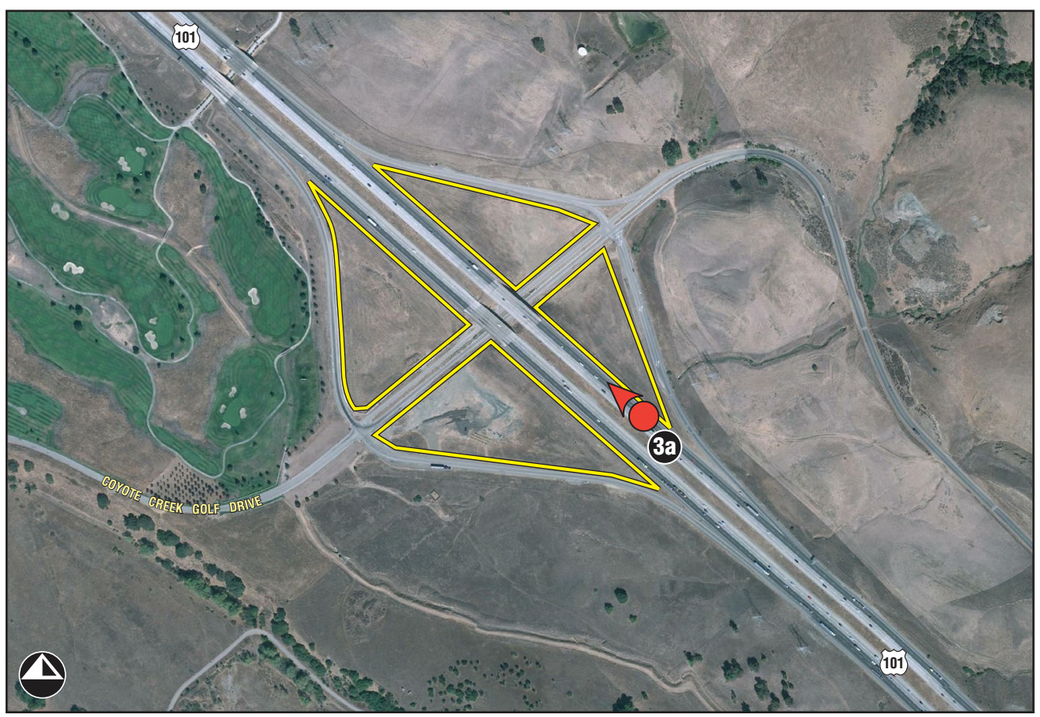
Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-0R00D2-3JUL2

Key View 2b - Proposed Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-32



Direction of Photo
Key View Location
Key View Number

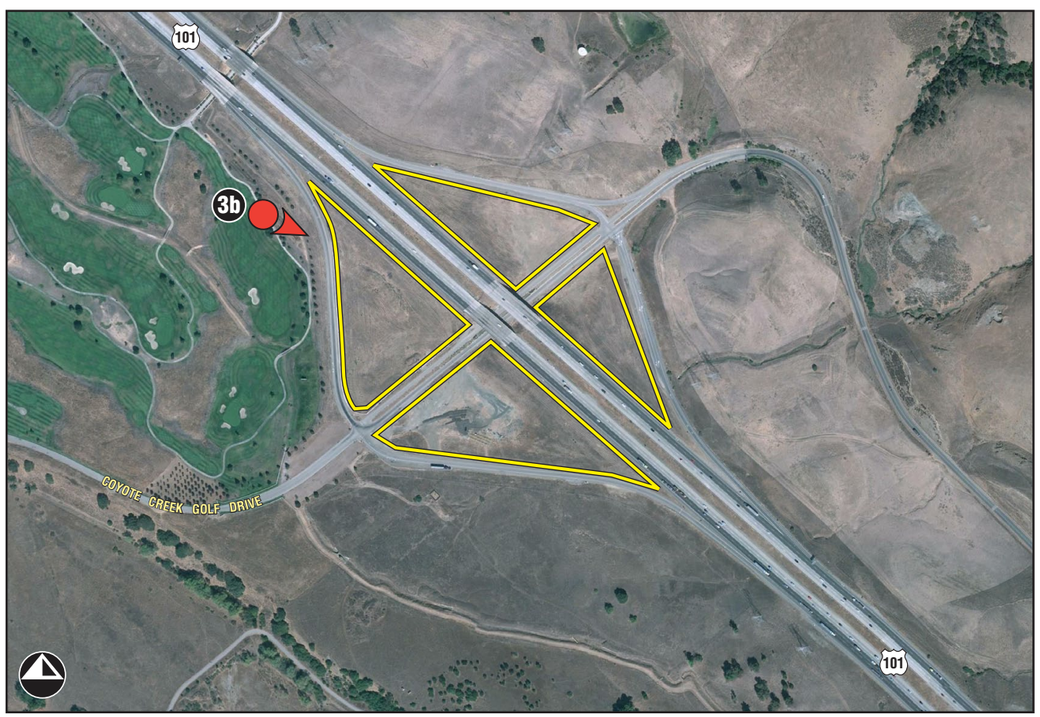
"For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area. Specific project design features are subject to change during the plans, specifications, and estimates (PS&E) phase for the project."

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 3a - Proposed Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-33



Direction of Photo
Key View Location
Key View Number

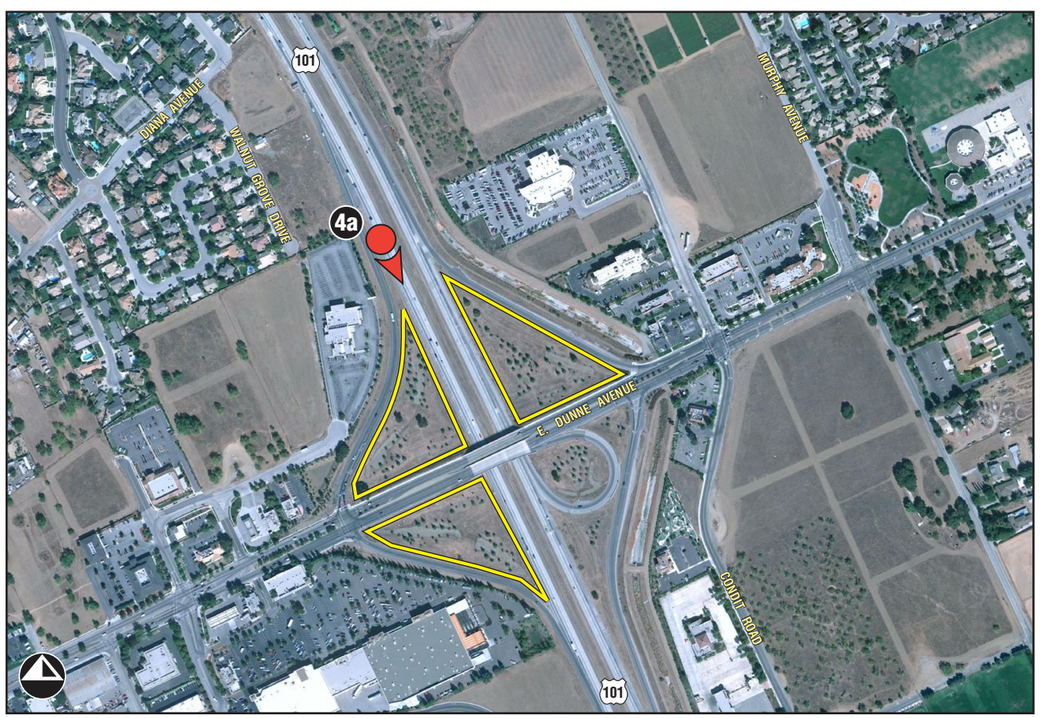
"For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area. Specific project design features are subject to change during the plans, specifications, and estimates (PS&E) phase for the project."

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 3b - Proposed Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-34



Key View 4a Detail

"For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area. Specific project design features are subject to change during the plans, specifications, and estimates (PS&E) phase for the project."

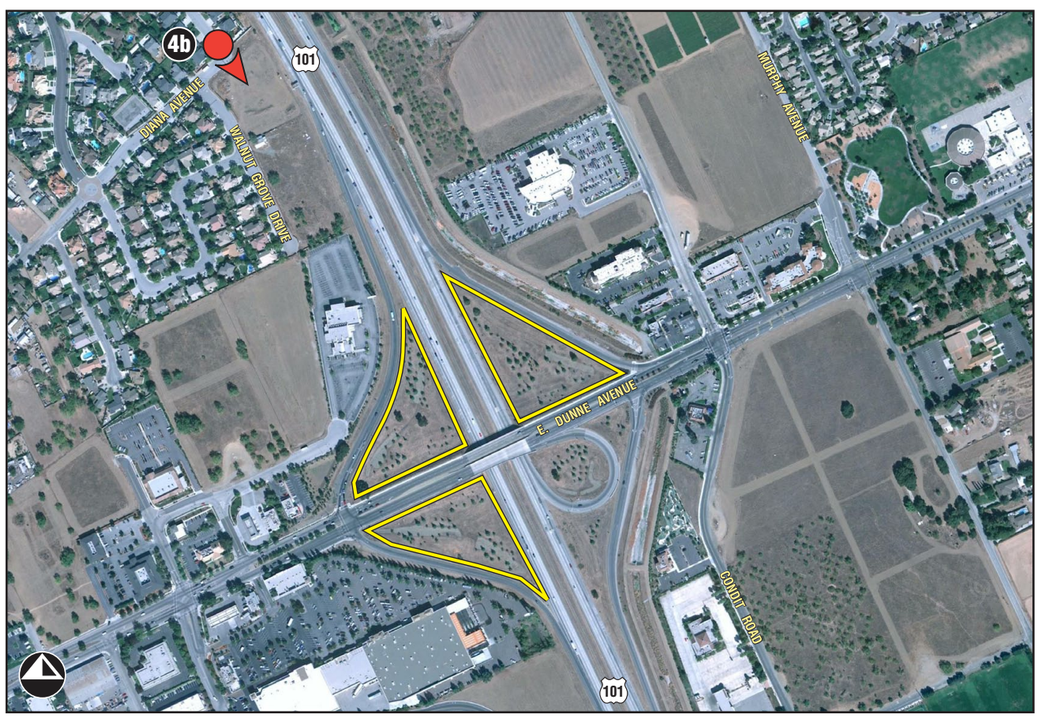
Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-0R00D2-3JUL2

Key View 4a - Proposed Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-35



Key View 4b Detail

"For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area. Specific project design features are subject to change during the plans, specifications, and estimates (PS&E) phase for the project."

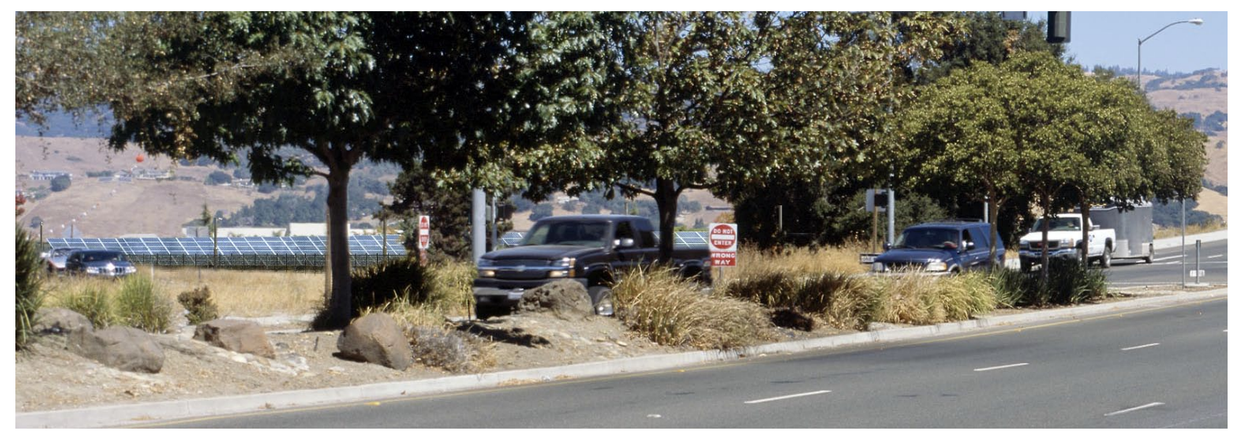
Direction of Photo
Key View Location
4 Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 4b - Proposed Condition

Figure 2.2.5-36

3/22/11 JN 40-100418-17357 MAS



Key View 4c Detail

"For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area. Specific project design features are subject to change during the plans, specifications, and estimates (PS&E) phase for the project."

Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-0R00D2-3JUL2

Key View 4c - Proposed Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-37

Key View 5a Detail

"For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area. Specific project design features are subject to change during the plans, specifications, and estimates (PS&E) phase for the project."

Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 5a - Proposed Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-38

Key View 5b Detail

"For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area. Specific project design features are subject to change during the plans, specifications, and estimates (PS&E) phase for the project."

Direction of Photo
Key View Location
5 Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-0R00D2-3JUL2

Key View 5b - Proposed Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-39

Key View 5c Detail

"For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area. Specific project design features are subject to change during the plans, specifications, and estimates (PS&E) phase for the project."

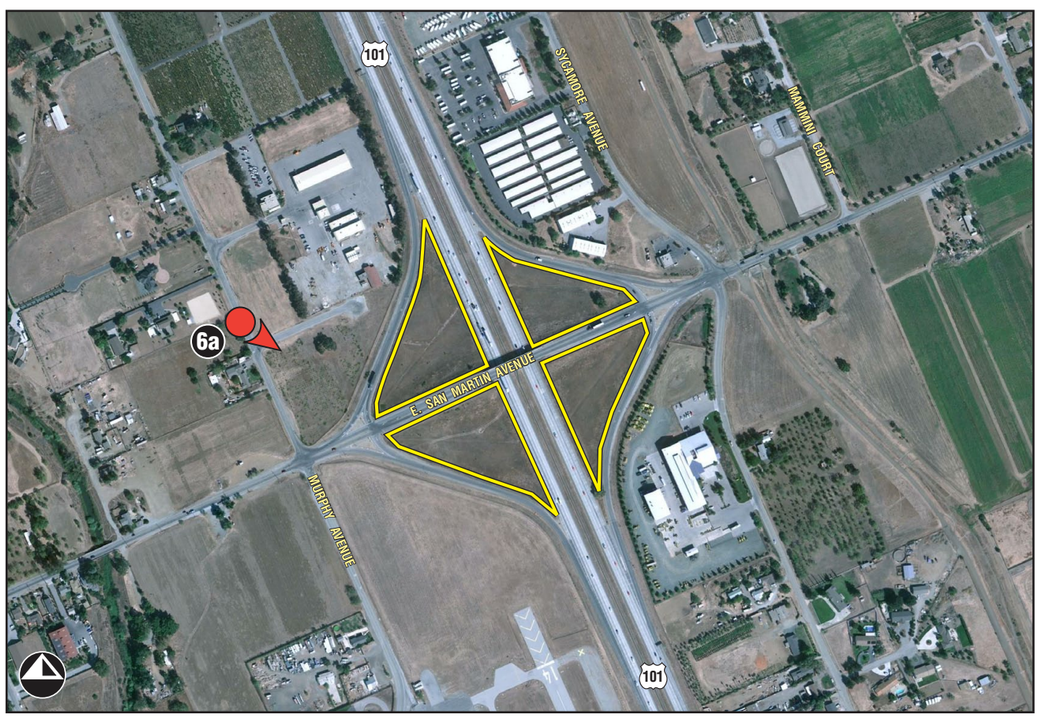
Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-0R00D2-3JUL2

Key View 5c - Proposed Condition

Figure 2.2.5-40

3/22/11 JN 40-100418-17357 MAS



Direction of Photo
Key View Location
Key View Number

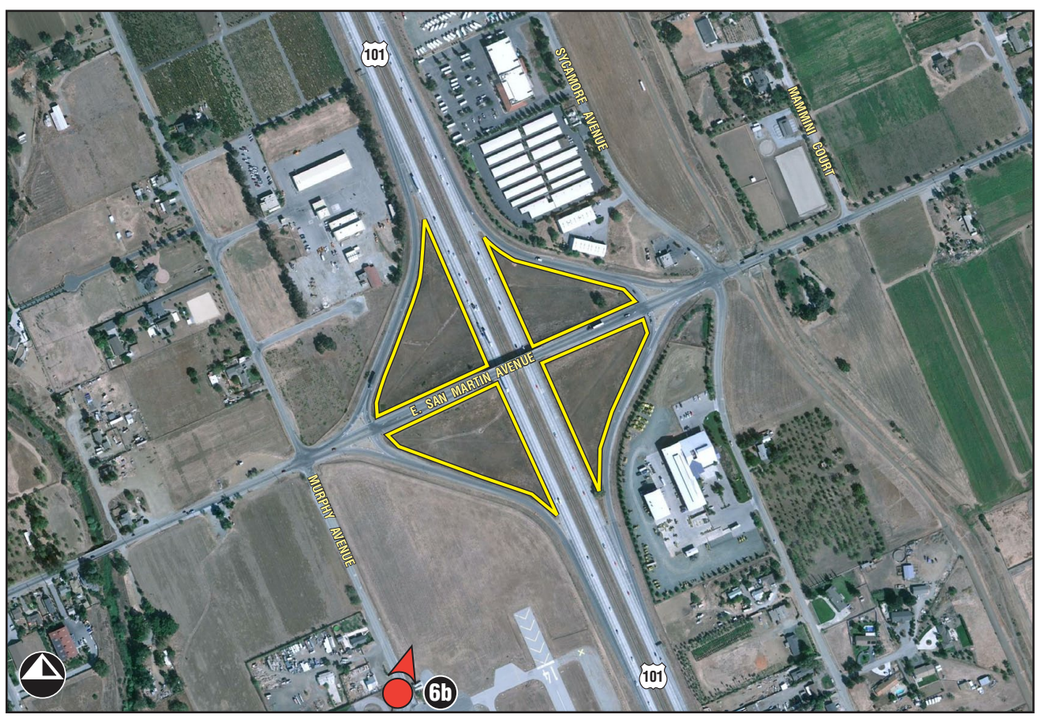
"For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area. Specific project design features are subject to change during the plans, specifications, and estimates (PS&E) phase for the project."

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 6a - Proposed Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-41



Direction of Photo
Key View Location
6 Key View Number

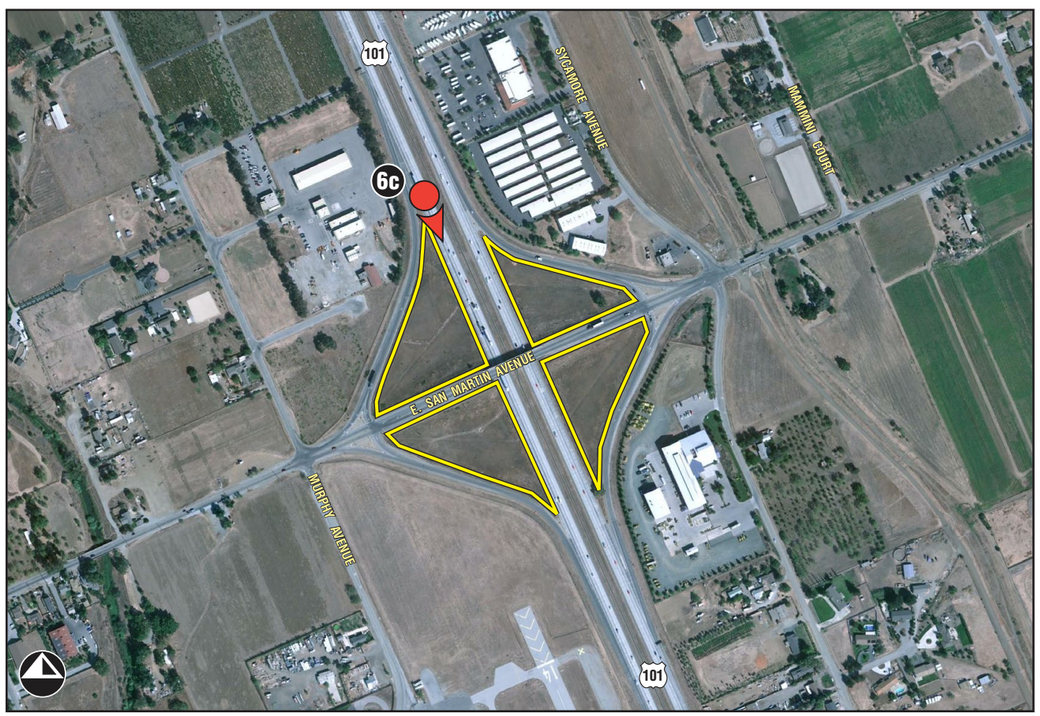
"For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area. Specific project design features are subject to change during the plans, specifications, and estimates (PS&E) phase for the project."

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 6b - Proposed Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-42



Direction of Photo
Key View Location
Key View Number

"For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area. Specific project design features are subject to change during the plans, specifications, and estimates (PS&E) phase for the project."

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 6c - Proposed Condition

Figure 2.2.5-43

3/22/11 JN 40-100418-17357 MAS

Direction of Photo
Key View Location
7 Key View Number

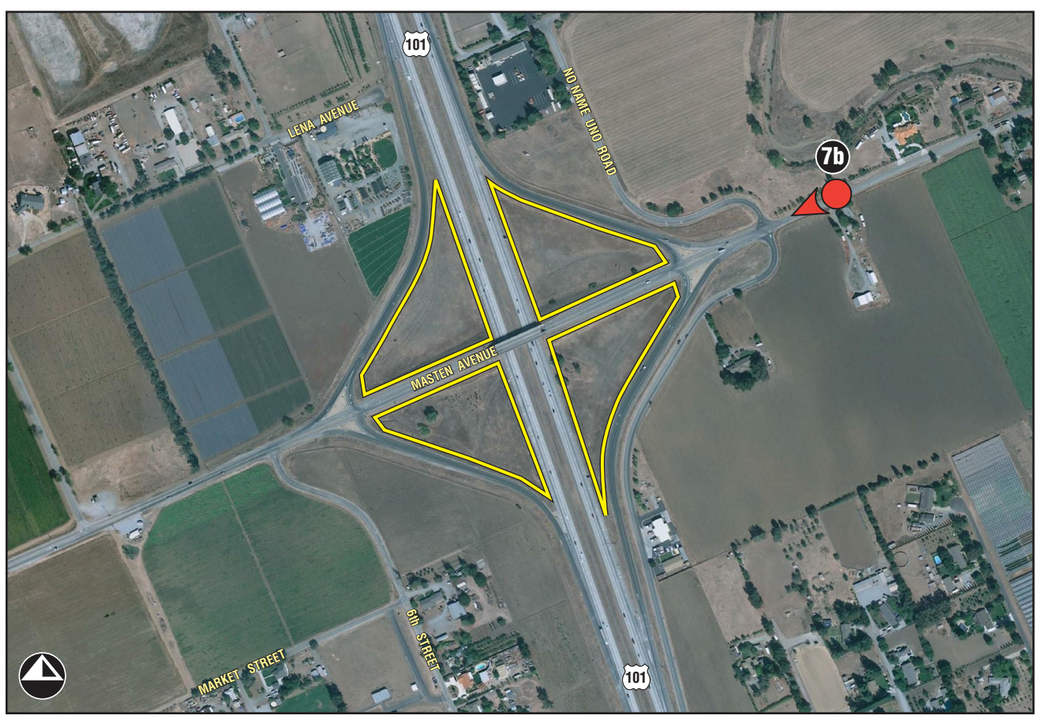
"For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area. Specific project design features are subject to change during the plans, specifications, and estimates (PS&E) phase for the project."

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 7a - Proposed Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-44



Key View 7b Detail

"For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area. Specific project design features are subject to change during the plans, specifications, and estimates (PS&E) phase for the project."

Direction of Photo
Key View Location
Key View Number

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Key View 7b - Proposed Condition

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-45

Site 1

Site 2

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Driver Perspective

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-46

Site 2

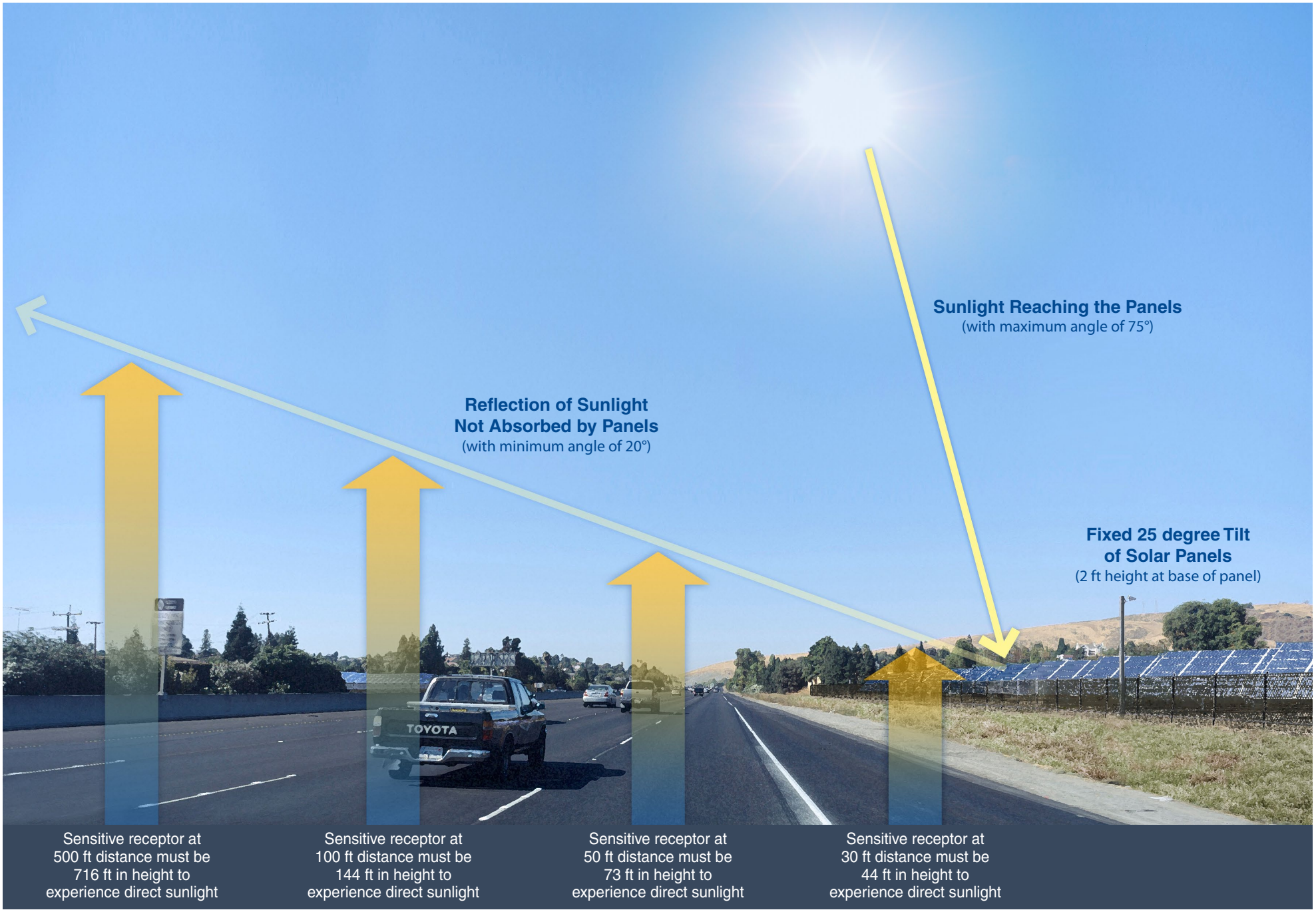
Site 4

SOLAR HIGHWAYS PILOT PROJECT • IS/MND
EA 04-OR00D2-3JUL2

Driver Perspective

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-47



not to scale

SOLAR HIGHWAYS PILOT PROJECT • IS/MND • EA 04-OR00D2-3JUL2

Solar Panel Reflection

3/22/11 JN 40-100418-17357 MAS

Figure 2.2.5-48

Appendix G

Summary Floodplain Encroachment Reports

SUMMARY FLOODPLAIN ENCROACHMENT REPORT

Dist. 04 Co. SCl Rte. 101 P.M. 29.0
Project No.: 04-OR00D2-3JUL2 Bridge No. n/a
Limits: Site 1 - Branham Lane, west and east of 101, from Discovery Avenue (on the west) to Coyote Road (on the east)
Floodplain Description: project is not in the floodplain

		No	Yes
1.	Is the proposed action a longitudinal encroachment of the base floodplain?	x	
2.	Are the risks associated with the implementation of the proposed action significant?	x	
3.	Will the proposed action support probable incompatible floodplain development?	x	
4.	Are there any significant impacts on natural and beneficial floodplain values?	x	
5.	Routine construction procedures are required to minimize impacts on the floodplain. Are there any special mitigation measures necessary to minimize impacts or restore and preserve natural and beneficial floodplain values? If yes, explain.	x	
6.	Does the proposed action constitute a significant floodplain encroach-ment as defined in 23 CFR, Section 650.105(q).	x	
7.	Are Location Hydraulic Studies that document the above answers on file? If not explain. When a floodplain encroachment is anticipated, the Department, local agency, or project sponsor prepares a Location Hydraulic Study. No encroachment to the floodplain is anticipated.	x	

PREPARED BY:

Signature - Dist. Hydraulic Engineer — Date

Signature - Dist. Environmental Branch Chief — Date

Joe Strazzer — 5/20/11

Signature - Project Engineer — Date

SUMMARY FLOODPLAIN ENCROACHMENT REPORT

Dist. 04 Co. SCl Rte. 101 P.M. 27.0
Project No.: 04-OR00D2-3JUL2 Bridge No. n/a
Limits: Site 2 - Interchange at Route 101 and Route 85
Floodplain Description: project is not in the floodplain

		No	Yes
1.	Is the proposed action a longitudinal encroachment of the base floodplain?	x	
2.	Are the risks associated with the implementation of the proposed action significant?	x	
3.	Will the proposed action support probable incompatible floodplain development?	x	
4.	Are there any significant impacts on natural and beneficial floodplain values?	x	
5.	Routine construction procedures are required to minimize impacts on the floodplain. Are there any special mitigation measures necessary to minimize impacts or restore and preserve natural and beneficial floodplain values? If yes, explain.	x	
6.	Does the proposed action constitute a significant floodplain encroach-ment as defined in 23 CFR, Section 650.105(q).	x	
7.	Are Location Hydraulic Studies that document the above answers on file? If not explain.	x	

When a floodplain encroachment is anticipated, the Department, local agency, or project sponsor prepares a Location Hydraulic Study. No encroachment to the floodplain is anticipated.

PREPARED BY:

Signature - Dist. Hydraulic Engineer — Date

Signature - Dist. Environmental Branch Chief — Date

Joe Strapp — 5/20/11
Signature - Project Engineer — Date

SUMMARY FLOODPLAIN ENCROACHMENT REPORT

Dist. 04 Co. SCl Rte. 101 P.M. 19.2
Project No.: 04-OR00D2-3JUL2 Bridge No. n/a
Limits: Site 3 - Interchange at Route 101 and Coyote Creek Golf Drive
Floodplain Description: project is not in the floodplain

		No	Yes
1.	Is the proposed action a longitudinal encroachment of the base floodplain?	x	
2.	Are the risks associated with the implementation of the proposed action significant?	x	
3.	Will the proposed action support probable incompatible floodplain development?	x	
4.	Are there any significant impacts on natural and beneficial floodplain values?	x	
5.	Routine construction procedures are required to minimize impacts on the floodplain. Are there any special mitigation measures necessary to minimize impacts or restore and preserve natural and beneficial floodplain values? If yes, explain.	x	
6.	Does the proposed action constitute a significant floodplain encroach-ment as defined in 23 CFR, Section 650.105(q).	x	
7.	Are Location Hydraulic Studies that document the above answers on file? If not explain.	x	

When a floodplain encroachment is anticipated, the Department, local agency, or project sponsor prepares a Location Hydraulic Study. No encroachment to the floodplain is anticipated.

PREPARED BY:

Signature - Dist. Hydraulic Engineer — Date

Signature - Dist. Environmental Branch Chief — Date

Joe Stragan — 5/20/11
Signature - Project Engineer — Date

SUMMARY FLOODPLAIN ENCROACHMENT REPORT

Dist. 04 Co. SCl Rte. 101 P.M. 16.0
Project No.: 04-OR00D2-3JUL2 Bridge No. n/a
Limits: Site 4 - Interchange at Route 101 and East Dunne Avenue
Floodplain Description: project is not in the floodplain

		No	Yes
1.	Is the proposed action a longitudinal encroachment of the base floodplain?	x	
2.	Are the risks associated with the implementation of the proposed action significant?	x	
3.	Will the proposed action support probable incompatible floodplain development?	x	
4.	Are there any significant impacts on natural and beneficial floodplain values?	x	
5.	Routine construction procedures are required to minimize impacts on the floodplain. Are there any special mitigation measures necessary to minimize impacts or restore and preserve natural and beneficial floodplain values? If yes, explain.	x	
6.	Does the proposed action constitute a significant floodplain encroach-ment as defined in 23 CFR, Section 650.105(q).	x	
7.	Are Location Hydraulic Studies that document the above answers on file? If not explain. When a floodplain encroachment is anticipated, the Department, local agency, or project sponsor prepares a Location Hydraulic Study. No encroachment to the floodplain is anticipated.	x	

PREPARED BY:

Signature - Dist. Hydraulic Engineer — Date

Signature - Dist. Environmental Branch Chief — Date

Joe Streeper — 5/20/11
Signature - Project Engineer — Date

SUMMARY FLOODPLAIN ENCROACHMENT REPORT

Dist. 04 Co. SCl Rte. 101 P.M. 15.1
Project No.: 04-OR00D2-3JUL2 Bridge No. n/a
Limits: Site 5 - Interchange at Route 101 and Tennant Avenue
Floodplain Description: project is not in the floodplain

		No	Yes
1.	Is the proposed action a longitudinal encroachment of the base floodplain?	x	
2.	Are the risks associated with the implementation of the proposed action significant?	x	
3.	Will the proposed action support probable incompatible floodplain development?	x	
4.	Are there any significant impacts on natural and beneficial floodplain values?	x	
5.	Routine construction procedures are required to minimize impacts on the floodplain. Are there any special mitigation measures necessary to minimize impacts or restore and preserve natural and beneficial floodplain values? If yes, explain.	x	
6.	Does the proposed action constitute a significant floodplain encroach-ment as defined in 23 CFR, Section 650.105(q).	x	
7.	Are Location Hydraulic Studies that document the above answers on file? If not explain. When a floodplain encroachment is anticipated, the Department, local agency, or project sponsor prepares a Location Hydraulic Study. No encroachment to the floodplain is anticipated.	x	

PREPARED BY:

Signature - Dist. Hydraulic Engineer — Date

Signature - Dist. Environmental Branch Chief — Date

Joe Strayer
Signature - Project Engineer — Date 5/20/11

SUMMARY FLOODPLAIN ENCROACHMENT REPORT

Dist. 04 Co. SCl Rte. 101 P.M. 12.5
Project No.: 04-OR00D2-3JUL2 Bridge No. n/a
Limits: Site 6 - Interchange at Route 101 and East San Martin Avenue
Floodplain Description: project improvements are not in the floodplain

		No	Yes
1.	Is the proposed action a longitudinal encroachment of the base floodplain?	x	
2.	Are the risks associated with the implementation of the proposed action significant?	x	
3.	Will the proposed action support probable incompatible floodplain development?	x	
4.	Are there any significant impacts on natural and beneficial floodplain values?	x	
5.	Routine construction procedures are required to minimize impacts on the floodplain. Are there any special mitigation measures necessary to minimize impacts or restore and preserve natural and beneficial floodplain values? If yes, explain.	x	
6.	Does the proposed action constitute a significant floodplain encroach-ment as defined in 23 CFR, Section 650.105(q).	x	
7.	Are Location Hydraulic Studies that document the above answers on file? If not explain.	x	

When a floodplain encroachment is anticipated, the Department, local agency, or project sponsor prepares a Location Hydraulic Study. There are four driveways proposed to be installed at Site 6, which in total, equal an impervious surface area of 0.2 acres. The proposed driveway accessing the northeast quadrant has an impervious area of 0.06 acres. That driveway is currently proposed to be constructed outside of the existing floodplain (please see attached). The result being that no improvements are currently being proposed that would encroach within the existing floodplain.

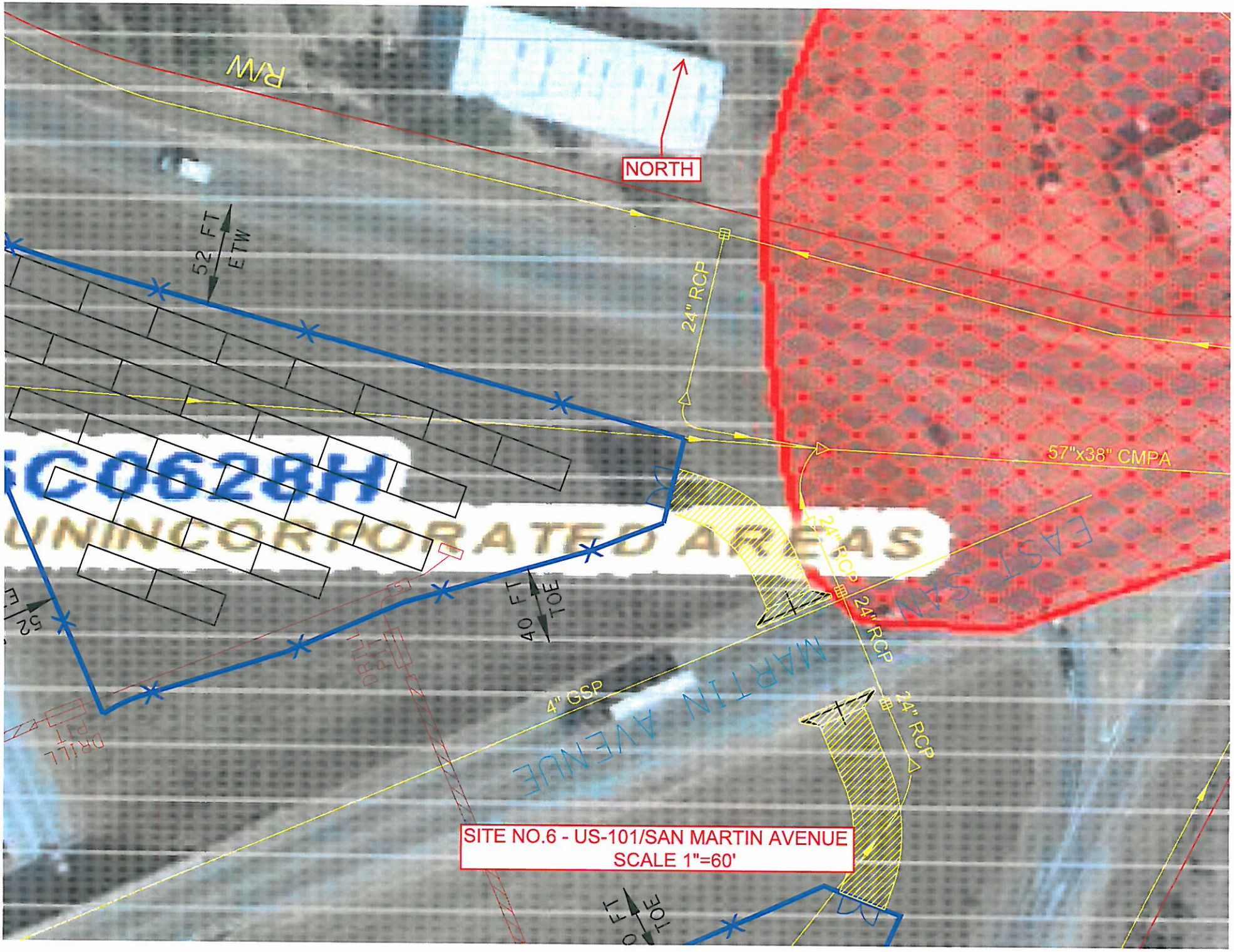
PREPARED BY:

Signature - Dist. Hydraulic Engineer — Date

Signature - Dist. Environmental Branch Chief — Date

Joe Streeper — 5/20/11

Signature - Project Engineer — Date


R/W
NORTH
52 FT
ETW
24" RCP
57"x38" CMPA
C0628H
UNINCORPORATED AREAS
24" RCP
24" RCP
24" RCP
EAST SAN
MARTIN AVENUE
40 FT
TOE
52
4" GSP
DRILL PIT
DRILL PIT
SITE NO.6 - US-101/SAN MARTIN AVENUE
SCALE 1"=60'

SUMMARY FLOODPLAIN ENCROACHMENT REPORT

Dist. 04 Co. SCl Rte. 101 P.M. 10.3
Project No.: 04-OR00D2-3JUL2 Bridge No. n/a
Limits: Site 7 - Interchange at Route 101 and Masten Avenue
Floodplain Description: project is not in the floodplain

		No	Yes
1.	Is the proposed action a longitudinal encroachment of the base floodplain?	x	
2.	Are the risks associated with the implementation of the proposed action significant?	x	
3.	Will the proposed action support probable incompatible floodplain development?	x	
4.	Are there any significant impacts on natural and beneficial floodplain values?	x	
5.	Routine construction procedures are required to minimize impacts on the floodplain. Are there any special mitigation measures necessary to minimize impacts or restore and preserve natural and beneficial floodplain values? If yes, explain.	x	
6.	Does the proposed action constitute a significant floodplain encroach-ment as defined in 23 CFR, Section 650.105(q).	x	
7.	Are Location Hydraulic Studies that document the above answers on file? If not explain.	x	

When a floodplain encroachment is anticipated, the Department, local agency, or project sponsor prepares a Location Hydraulic Study. No encroachment to the floodplain is anticipated.

PREPARED BY:

Signature - Dist. Hydraulic Engineer — Date

Signature - Dist. Environmental Branch Chief — Date

Joe Streeper — 5/20/11

Signature - Project Engineer — Date