



*Planning, Building and Code Enforcement*  
ROSALYNN HUGHEY, DIRECTOR

**NOTICE OF PREPARATION OF AN  
ENVIRONMENTAL IMPACT REPORT  
FOR THE CHARCOT AVENUE EXTENSION PROJECT**

**April, 2018**

FILE NUMBER: PP18-044  
PROJECT APPLICANT: City of San José

The project proposes to extend Charcot Avenue from its eastern boundary at Paragon Drive, over Interstate 880 (I-880), to Oakland Road in the North San José area.

As the Lead Agency, the City of San José will prepare an Environmental Impact Report (EIR) for the above-referenced project. The City welcomes your input regarding the scope and content of the environmental information that is relevant to your area of interest, or to your agency's statutory responsibilities in connection with the proposed project. If you are affiliated with a public agency, the EIR may be used by your agency when considering subsequent approvals related to the project. The project description, location, and a summary of the probable environmental effects that will be analyzed in the EIR for the project are attached.

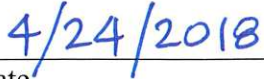
**Community/Scoping Meeting:** A Community/EIR Scoping meeting will be held on Thursday, **May 17, 2018** from 6:00 pm to 8:00 pm at Berryessa Branch Library, 3355 Noble Ave., San José CA 95132.

According to State law, the deadline for your response is 30 days after receipt of this notice. However, responses earlier than 30 days are always welcome. If you have comments on this Notice of Preparation, please identify a contact person, and send your response to:

City of San José  
Department of Planning, Building and Code Enforcement  
Attn: Dipa Chundur  
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San José, CA 95113-1905  
Phone: (408) 535-7688, E-mail: [Dipa.chundur@sanjoseca.gov](mailto:Dipa.chundur@sanjoseca.gov)

Rosalynn Hughey, Director  
Director of Planning, Building, and Code Enforcement

  
Deputy

  
Date

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***Introduction***

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

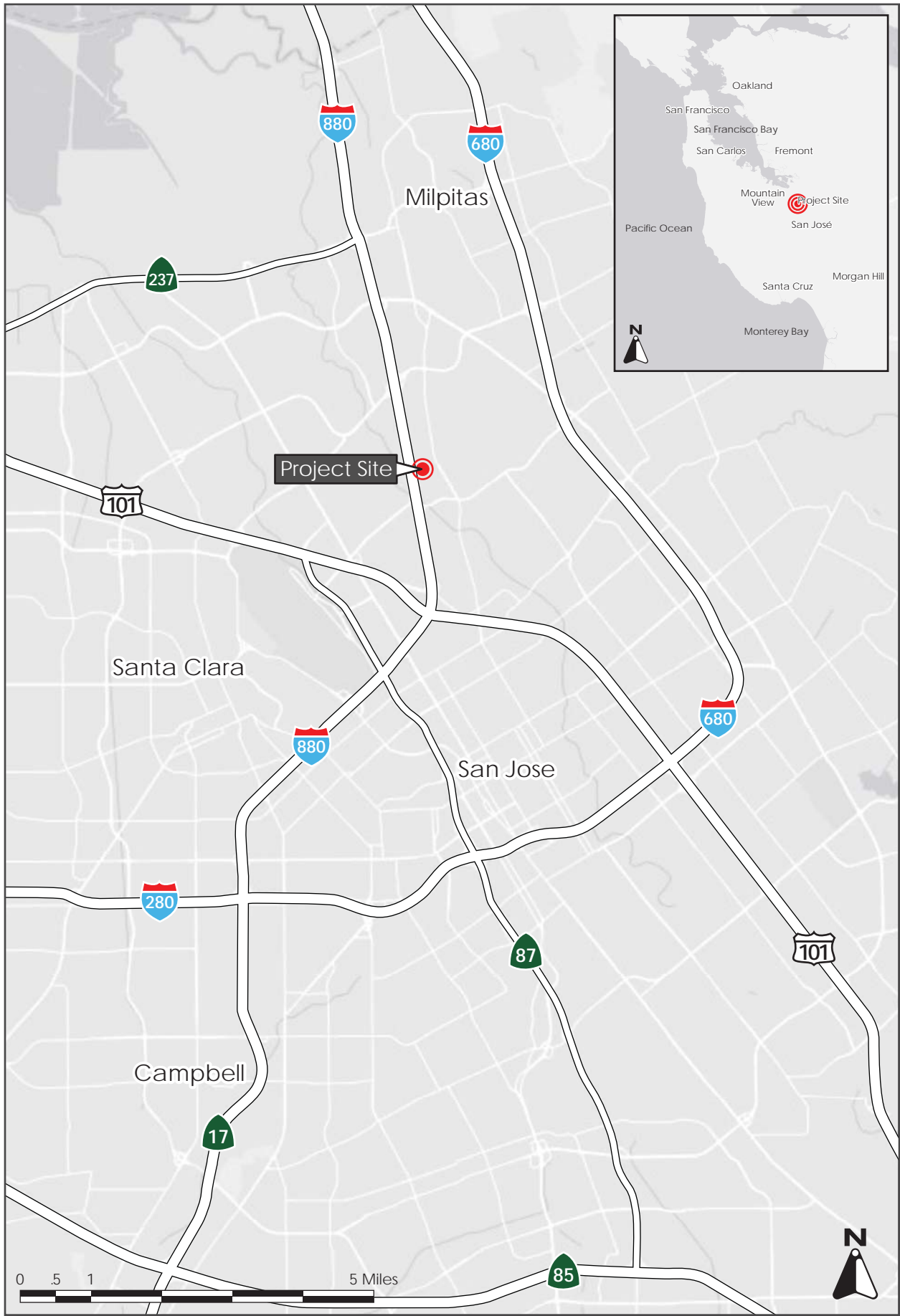
The EIR for the proposed project will be prepared and processed in accordance with CEQA of 1970, as amended. In accordance with the requirements of CEQA, the EIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, environmental impacts, and mitigation measures for the project;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; and (d) cumulative impacts.

***Project Overview and Location***

The project proposes to extend Charcot Avenue from its eastern boundary at Paragon Drive, over I-880, to Oakland Road in the North San José area. The proposed 2-lane extension is approximately 0.6-miles long, and includes an overcrossing of O'Toole Avenue and I-880 that would be approximately 720 feet in length. Sidewalks and Class IV bikeways are proposed along the extension. In addition, the proposed project includes intersection improvements at Charcot Avenue/Paragon Drive, Charcot Avenue/O'Toole Avenue, Charcot Avenue/Silk Wood Lane, and Charcot Avenue/Oakland Road. Regional and vicinity maps of the project area are shown in Figures 1 and 2, respectively. An aerial photograph of the project area and surrounding land uses is shown in Figure 3. The alignment of the proposed project is depicted in Figure 4.

Currently, all east-west through traffic crossing I-880 in the North San José area utilize the Montague Expressway or the Brokaw Road interchanges, both of which experience congested conditions. There are no other east-west vehicular or bicycle/pedestrian crossings between these two interchanges. The proposed project has been identified in both the North San José Area Development Policy, approved in 2005, and Envision San José 2040 General Plan, approved in 2011, as a transportation improvement in the North San José Area. The purpose of extending Charcot Avenue is to improve connectivity in the region by providing a safe multi-modal facility with east-west connection in the North San José Area.



REGIONAL MAP

FIGURE 1

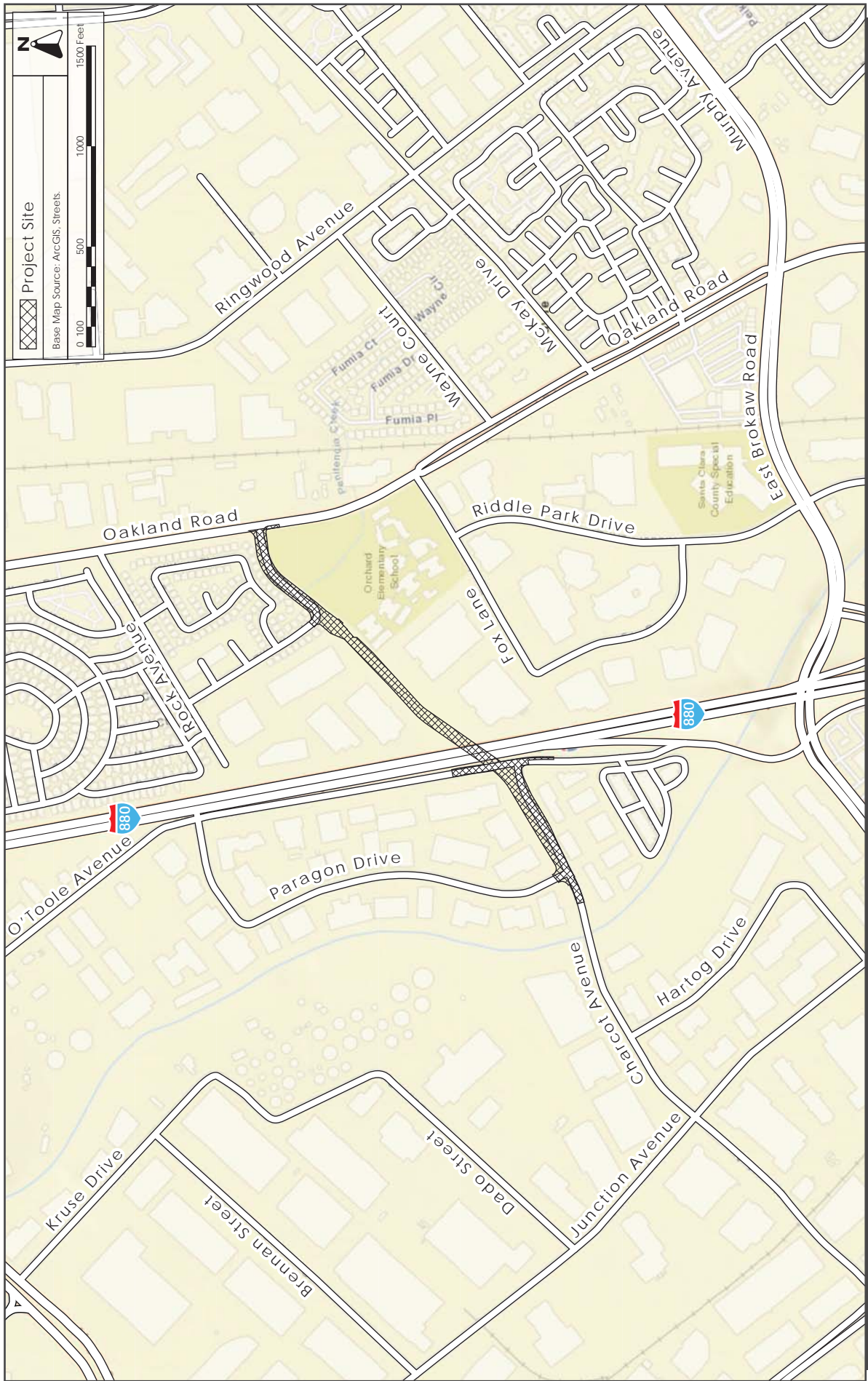


FIGURE 2

VICINITY MAP

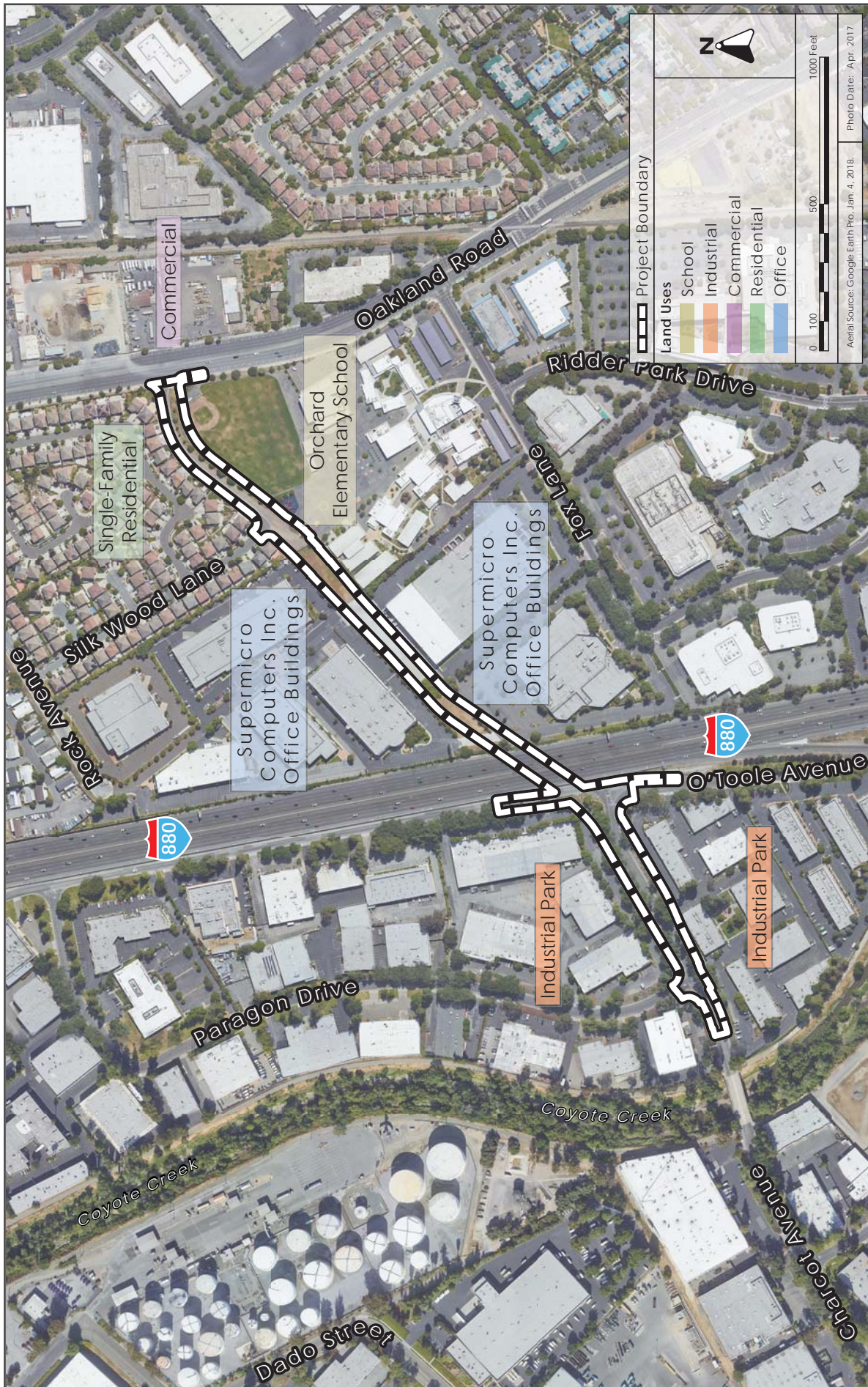
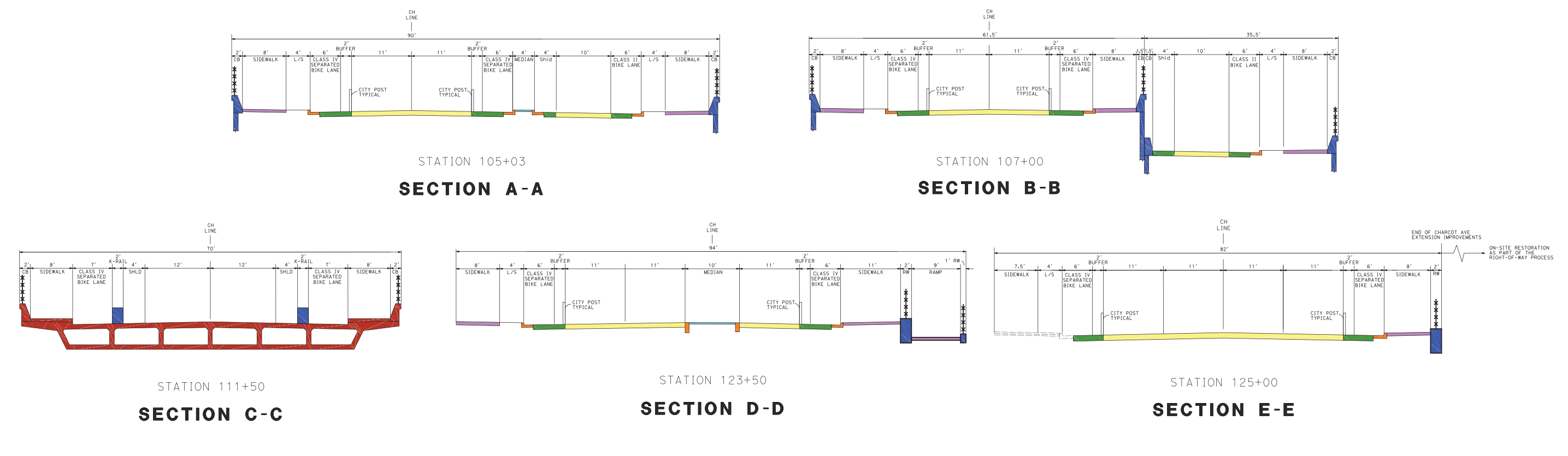
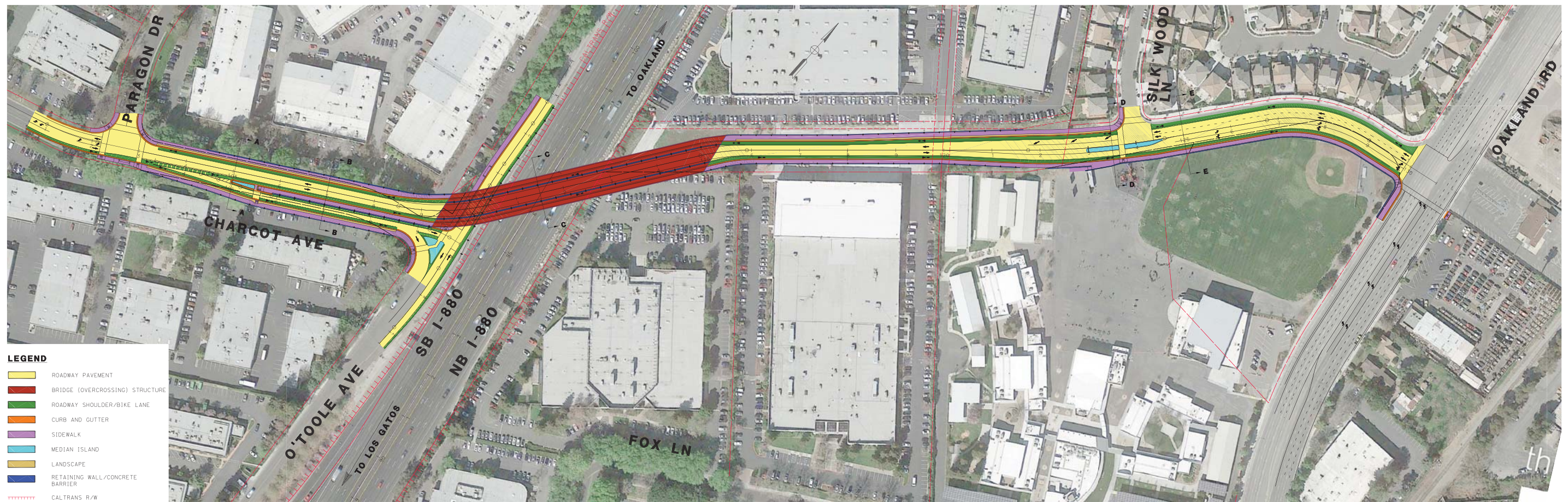


FIGURE 3

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES



SITE PLAN

FIGURE 4

## *Detailed Project Description*

The City of San José proposes to construct a 2-lane extension of Charcot Avenue from Paragon Drive on the west to Oakland Road on the east, a distance of approximately 0.6 miles. The extension includes the construction of an overcrossing across O'Toole Avenue and I-880. The extension would also construct bicycle/pedestrian facilities on Charcot Avenue, including sidewalks and Class IV bikeways<sup>1</sup>, between Paragon Drive and Oakland Road.

### Traffic Improvements

- Charcot Avenue would be extended as a 2-lane roadway from Paragon Drive on the west to Oakland Road on the east. [Note: Although Charcot Avenue presently exists between Paragon Drive and O'Toole Avenue, that segment will be reconstructed and widened, as described below. Hence, the Paragon Drive/Charcot Avenue intersection is designated as the westerly project limit.]
- The Charcot Avenue/Paragon Drive intersection would be reconstructed with single eastbound and westbound through lanes and an eastbound left turn-lane. A traffic signal would also be installed at this intersection.
- The existing Charcot Avenue/O'Toole Avenue intersection would be eliminated. Access to O'Toole Avenue from eastbound Charcot Avenue would be maintained via a new slip ramp along the south side of Charcot Avenue. The intersection of the slip ramp with O'Toole Avenue would be signalized. Access to Charcot Avenue from O'Toole Avenue would not, however, be provided. Instead, access from O'Toole Avenue to Charcot Avenue would be provided via Paragon Drive and its new signalized intersection with Charcot Avenue.
- A segment of O'Toole Avenue under the proposed Charcot Avenue overcrossing would be reconstructed and reconfigured to accommodate bridge columns for the overcrossing to have single northbound and southbound lanes, and sidewalk on the southbound direction.
- A new overcrossing structure, approximately 70 feet in width and 720 feet in length, would be constructed over O'Toole Avenue and I-880. The bridge columns would be supported on large diameter cast-in-drilled-hole (CIDH) pilings. Pile driving will not be required for bridge construction. The bridge would accommodate one lane of traffic, one shoulder, one Class IV Bikeway, and one sidewalk in each direction.
- On the east side of I-880, Charcot Avenue would utilize the swath of land between the Super Micro Computer Inc. office buildings that has been set aside for the Charcot Avenue extension. At the easterly end of the proposed extension, the roadway would utilize the current alignment of Silk Wood Lane between Oakland Road and Silk Wood Lane.
- A new pedestrian-only signal such as a High-Intensity Activated crossWalk (HAWK) beacon would be installed along Charcot Avenue at Silk Wood Lane. A median would be constructed along Charcot Avenue at Silk Wood Lane to restrict left-turn movements.
- The existing unsignalized Charcot Avenue/Oakland Road intersection would be replaced by a new signalized intersection. The proposed lane configurations at that intersection would

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<sup>1</sup> A Class IV Bikeway, which is also known as a protected bike lane or separated bikeway, is one that is physically separated from the vehicle travel lane by more than the white stripe. This can entail flexible bollards, permanent barriers, and/or vertical separation.

consist of one left-turn and one shared left-right-turn lane on eastbound Charcot Avenue, and two northbound left-turn lanes and six through lanes on Oakland Road. To receive the traffic turning left from northbound Oakland Road, the segment of Charcot Avenue between Silk Wood Lane and Oakland Road would have two westbound through lanes, which would merge into one lane after the Silk Wood Lane intersection.

- Between Paragon Drive and O’Toole Avenue, access to adjacent commercial properties from Charcot Avenue would not be provided. Access would be via other existing streets. There is no existing access to properties along Silk Wood Lane from the segment of Silk Wood Lane that will become Charcot Avenue.

### Bicycle Improvements

The project proposes to construct 6-foot wide Class IV bikeways along the Charcot Avenue extension between Paragon Drive and Oakland Road. The bikeways would be separated from the vehicular roadways by 2-foot wide buffers and would include the following features:

- The separated bikeways would be on both sides of the single eastbound and westbound through lanes between Paragon Drive and Oakland Road.
- The bikeways on the Charcot Avenue overcrossing structure would be 7-foot wide.
- An additional Class II bike lane would extend on the south side of the existing Charcot Avenue along the new slip ramp right-turn lane to O’Toole Avenue.<sup>2</sup>

The separated bikeways would connect to the existing bike lanes on Charcot Avenue to the west of the project limits, as well as to the existing bike lanes on Oakland Road. The existing and new bicycle facilities associated with this Project would also provide a connection opportunity to the planned pedestrian/bicycle trail along Coyote Creek, which crosses under Charcot Avenue just west of Paragon Drive.

### Pedestrian Improvements

The project would include sidewalks along both sides of the Charcot Avenue extension between Paragon Drive and Oakland Road. The sidewalks would connect to existing sidewalks at the intersections on Silk Wood Lane and Oakland Road. There are currently no sidewalks along Paragon Drive, Charcot Avenue and O’Toole Avenue. The sidewalks proposed as part of the project include the following features:

- An additional sidewalk would extend along the south side of the eastbound slip-ramp right turn lane from Charcot Avenue to O’Toole Avenue. There would also be a segment of sidewalk on the west side of O’Toole Avenue under the Charcot Avenue overcrossing.
- As noted above, to facilitate the crossing of Charcot Avenue, a new pedestrian-only signal such as a HAWK beacon, would be installed along Charcot Avenue at Silk Wood Lane.
- To enhance pedestrian access to/from Orchard Elementary School, the width of the sidewalk on the south side of Charcot Avenue at Silk Wood Lane would increase to 11 feet. In addition,

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<sup>2</sup> A Class II bike lane is a striped lane for one-way bike travel on a street or highway adjacent to auto travel lanes.



a 9-foot wide paved pedestrian path would be constructed next to the 11-foot wide sidewalk to connect to a gate at the school playground.

- The 11-foot wide sidewalk would narrow back to an 8-foot width along the segment of Charcot Avenue between Silk Wood Lane and Oakland Road and extend around the northeastern corner of the existing Orchard School ball field.

### Retaining Walls

The project would require the installation of retaining walls at various locations along the proposed Charcot Avenue extension:

- Since Charcot Avenue would be elevated over O'Toole Avenue and I-880, the profile of the roadway would be raised on both sides of the overcrossing. Traveling from west to east, the profile would begin to rise just east of Paragon Drive, would reach its highest point over I-880, and would descend back to the existing grade just west of Silk Wood Lane. This would require retaining walls on both sides of Charcot Avenue ranging in height from approximately 3 feet to up to approximately 18 feet to the west of the overcrossing and from approximately 3 feet up to approximately 19 feet to the east of the overcrossing.
- An additional retaining wall would extend along the south side of the proposed slip ramp right-turn lane from Charcot Avenue to O'Toole Avenue.
- The retaining wall on the south side of the extension would extend to Oakland Road around the northeast corner of the Orchard School Ball Field along the proposed sidewalk.

### Utility Relocation

There are existing utility lines within the footprint of the proposed Charcot Avenue extension, the majority of which are underground. These include water, storm drain, sanitary sewer, gas, electric, and communication facilities. These utilities would be relocated along the alignment, as necessary, to accommodate the construction of the project.

### Right-of-Way Requirements

The proposed project would largely be constructed within the existing City-owned right-of-way both west and east of I-880. The project, however, would require additional right-of-way from a number of parcels located along the proposed alignment. In addition, temporary easements for construction and permanent easements for utilities and retaining walls would also be required. The right-of-way and easement requirements are summarized in Table 1.

### ***Potential Environmental Effects of the Project***

The EIR will identify the significant environmental effects anticipated to result from the Charcot Avenue Extension Project. Mitigation measures will be identified for significant impacts, as warranted. The EIR will include the following specific environmental categories as related to the proposed project:

**TABLE 1**  
**RIGHT-OF-WAY AND EASEMENT REQUIREMENTS**  
**[Expressed in Square Feet]**

Assessor's Parcel Number	Owner/Parcel Address	Right of Way	Temporary Construction Easement	Retaining Wall Easement	Utility Easement
237-02-064	PS Business Park, LP 832 Charcot Avenue	9,400	1,000	5,600	--
237-02-084	PSB No. CA Industrial Portfolio, LLC 2033 O'Toole Avenue	13,200	--	4,500	20,500
237-15-189	Super Micro Computer, Inc. 980 Rock Avenue	6,000	2,800	--	--
237-15-201	Orchard School District 921 Fox Lane	5,000	3,400	--	--
237-15-202	Orchard School District 921 Fox Lane	16,300	4,500	--	--

- All numbers are rounded up to the nearest 100.
- Numbers are preliminary and are subject to change during final design.

- **Aesthetics:** The EIR will describe the existing visual character of the project area and will address the visual impacts of the proposed project. A Visual Impact Assessment will be prepared for the proposed project as part of the analysis. Mitigation measures will be identified to reduce significant visual and aesthetic impacts, as appropriate.
- **Air Quality:** The EIR will describe the regional air quality conditions in the San Francisco Bay Area, and address air quality impacts expected to result from the project. The air quality analysis prepared for the EIR will discuss impacts from construction-related activities, such as construction vehicle exhaust and fugitive dust to nearby sensitive receptors, particularly the students attending Orchard Elementary School, and residents living in the single-family neighborhood along Silk Wood Lane. The EIR will also discuss any operational air quality impacts of the proposed project resulting from the change in traffic pattern of the area, based on an air quality assessment to be prepared as part of the analysis. Mitigation measures necessary to reduce significant, short-term construction related air quality impacts will be identified, as appropriate.
- **Biological Resources:** The western boundary of the project site is adjacent to Coyote Creek but no impacts to the Coyote Creek Riparian Corridor are anticipated to occur. A description of the biological conditions on the site, in the project vicinity will be discussed. The EIR will specifically address the presence/absence of special-status plant and animal species and sensitive habitats on the site and in the surrounding area. There are also mature trees along the proposed alignment between Paragon Drive and Oakland Road. A survey of the existing trees on the site will also be included in the EIR. Mitigation measures will be identified to reduce significant impacts to biological resources, as appropriate.

- **Cultural Resources:** No historically significant architectural resources are present on the site; however, the project is located within an archaeologically sensitive area. The cultural resources analysis prepared for the proposed project will describe the potential for prehistoric (Native American) cultural resources to be present on the site and the project's potential to impact those resources. Mitigation measures will be identified to reduce significant impacts to cultural resources, as appropriate.

A paleontological analysis will also be prepared for the proposed project to describe the potential for paleontological resources to be present on the site and potential to impact those resources. Mitigation measures will be identified to reduce significant impacts, as appropriate.

- **Energy:** In conformance with CEQA Guidelines Section 15126.4(c) and Appendix F, the EIR will examine the potential for the proposed project to result in excessive or inefficient use of energy, particularly during construction. Mitigation measures will be identified to reduce significant impacts, as appropriate.
- **Geology and Soils:** The geotechnical investigation prepared for the proposed project will describe the geologic setting and address impacts associated with developing the project. The suitability of the soils on-site to support the proposed roadway/bridge will also be evaluated. Mitigation measures will be identified to reduce significant geological impacts, as appropriate.
- **Greenhouse Gas Emissions:** Project-related changes to greenhouse gas emissions will be described in the EIR. These emissions would be evaluated against BAAQMD thresholds and City policies (i.e., GHG Reduction Strategy).
- **Hazards and Hazardous Materials:** The EIR will discuss the existing conditions of the subject area and identify any hazardous materials present in the subject area. Mitigation measures will be identified, as appropriate.
- **Hydrology and Water Quality:** The EIR will describe the changes in site drainage and hydrological conditions resulting from the project. Water quality impacts and conformance with the Santa Clara Valley Urban Runoff Pollution Prevention Program, as well as other Regional Water Quality Control Board requirements, will be addressed. Mitigation measures will be identified to reduce significant hydrologic impacts, as appropriate.
- **Land Use and Planning:** The EIR will evaluate potential land use conflicts between the proposed project and the existing and planned land uses in the project area, including the nearby residential and industrial park land uses and Orchard Elementary School. The proposed project has been identified in both the North San José Area Development Policy, approved in 2005, and Envision San José 2040 General Plan, approved in 2011, as a transportation improvement in the North San José Area. Mitigation measures will be identified to reduce significant land use impacts, as appropriate.
- **Noise:** The noise analysis to be prepared for the EIR will evaluate the existing noise setting and the noise levels associated with the project. The analysis will evaluate the increase in noise levels along Charcot Avenue resulting from changes in traffic patterns, particularly at Orchard Elementary School and the residential neighborhood along Silk Wood Lane. Impacts resulting

from construction-related noise will also be addressed. Mitigation measures will be identified to reduce significant noise impacts, as appropriate.

- **Public Services:** The EIR will discuss the existing public facilities and services in the project area.
- **Transportation and Circulation:** The proposed project is identified in the North San José Area Development Policy as a transportation improvement and is included as part of the Envision San José 2040 General Plan transportation network to improve connectivity in the North San José Area. To evaluate the project's impacts on transportation and circulation, the traffic analysis to be prepared for the EIR will evaluate the project's impact on transit, pedestrians, bicycles, and vehicle-miles traveled. Mitigation measures will be identified to reduce significant transportation impacts, as appropriate.
- **Utilities and Service Systems:** The EIR will describe the existing utilities in the project area and identify the utility facilities (e.g., water lines, storm drain lines, sanitary sewer lines, electricity lines and poles, and gas lines) that will need to be relocated or adjusted as a result of the proposed project. Mitigation measures will be identified to reduce significant impacts to utilities and services systems, as appropriate.
- **Alternatives:** The EIR will identify and evaluate project alternatives that might reasonably be assumed to reduce significant project impacts. The No Project Alternative is required by law. Other alternatives analyzed will be selected based on their ability to reduce or avoid environmental impacts and will include an alignment alternative for the proposed extension.
- **Significant Unavoidable Impacts:** The EIR will identify those significant impacts that cannot be avoided, if the project is implemented as proposed.
- **Cumulative Impacts:** The EIR will address the significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable future projects in the area. This section will cover all subject areas discussed in the EIR and will specify which of the areas are anticipated to experience significant cumulative impacts. Cumulative impacts will be discussed qualitatively, unless specific quantitative information on other pending projects is available prior to publication of the Draft EIR.

In conformance with the CEQA Guidelines, the EIR will also include the following information: 1) consistency with local and regional plans and policies, 2) growth inducing impacts, 3) significant irreversible environmental changes, 4) references and organizations/persons consulted, and 5) EIR authors.