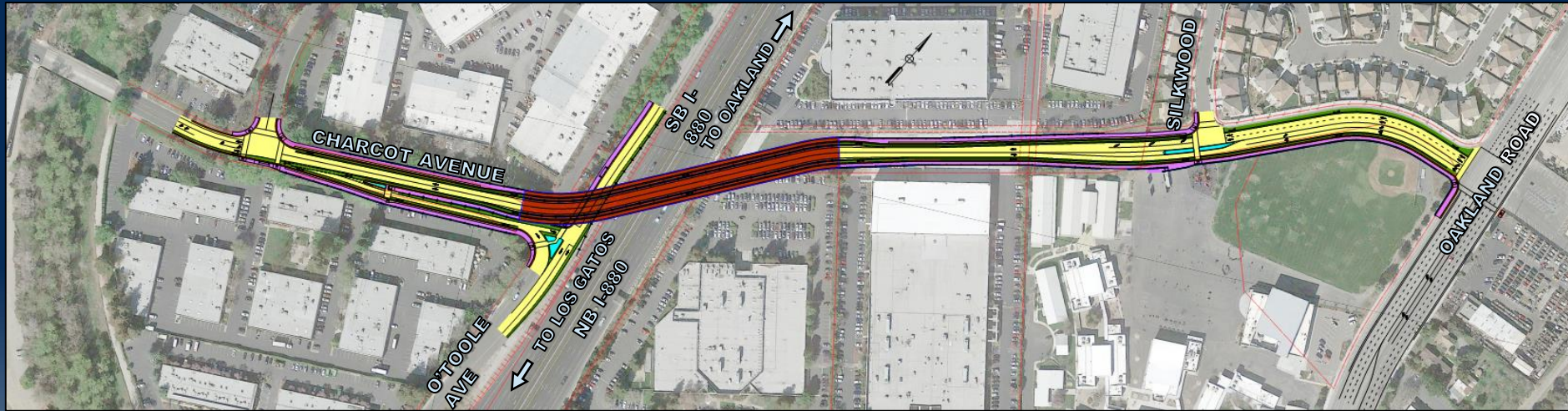


CHARCOT AVENUE EXTENSION PROJECT



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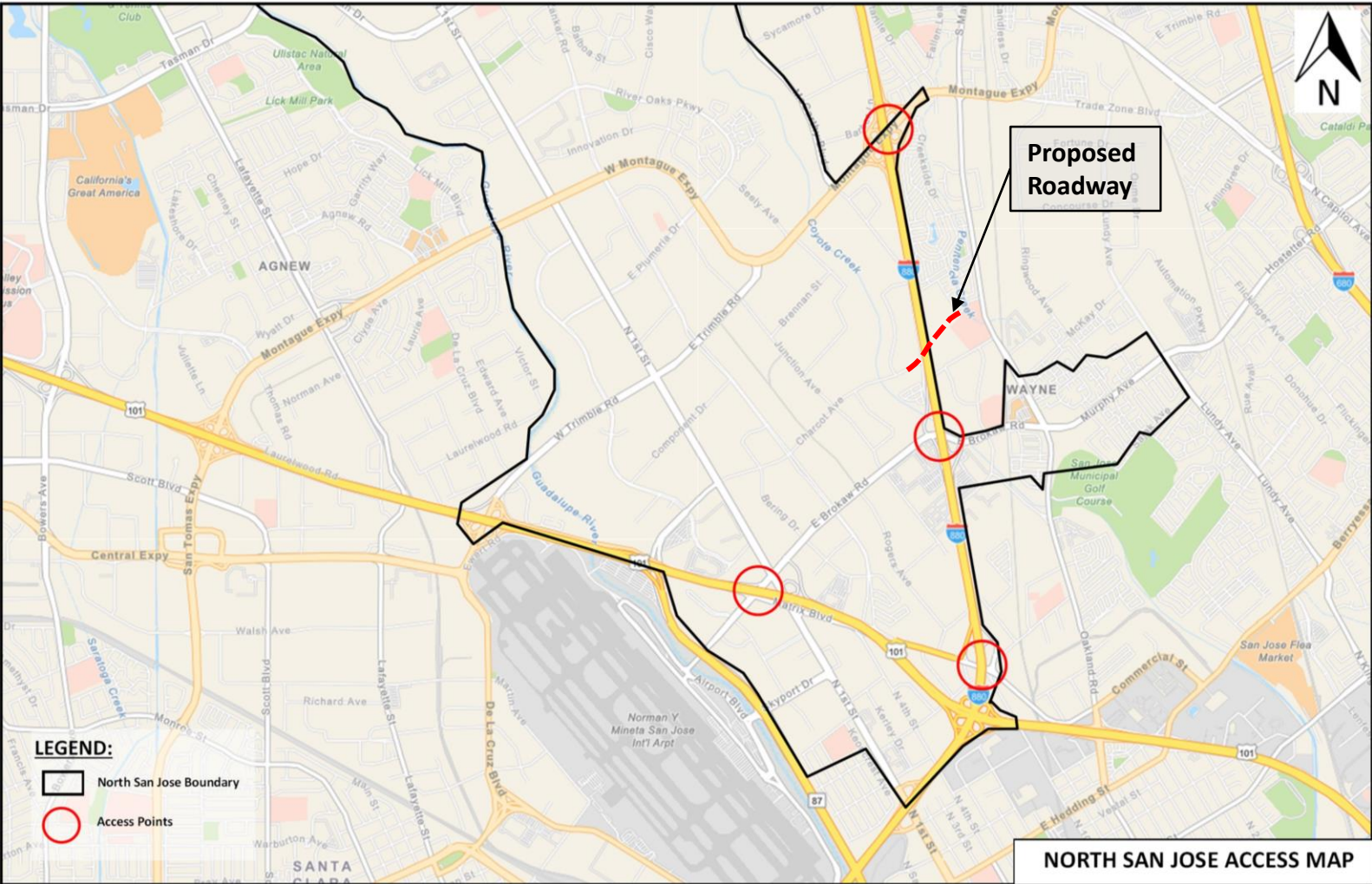
City Council Meeting
June 9, 2020
John Ristow, Director of Transportation

CHARCOT AVENUE EXTENSION PROJECT

Project Purpose

- Improve connectivity
- Increase multi-modal capacity
- Provide a safe place to walk and bicycle across I-880
- Align with *Envision San Jose 2040 General Plan*
- Align with *North San Jose Area Development Policy*

CHARCOT AVENUE EXTENSION PROJECT



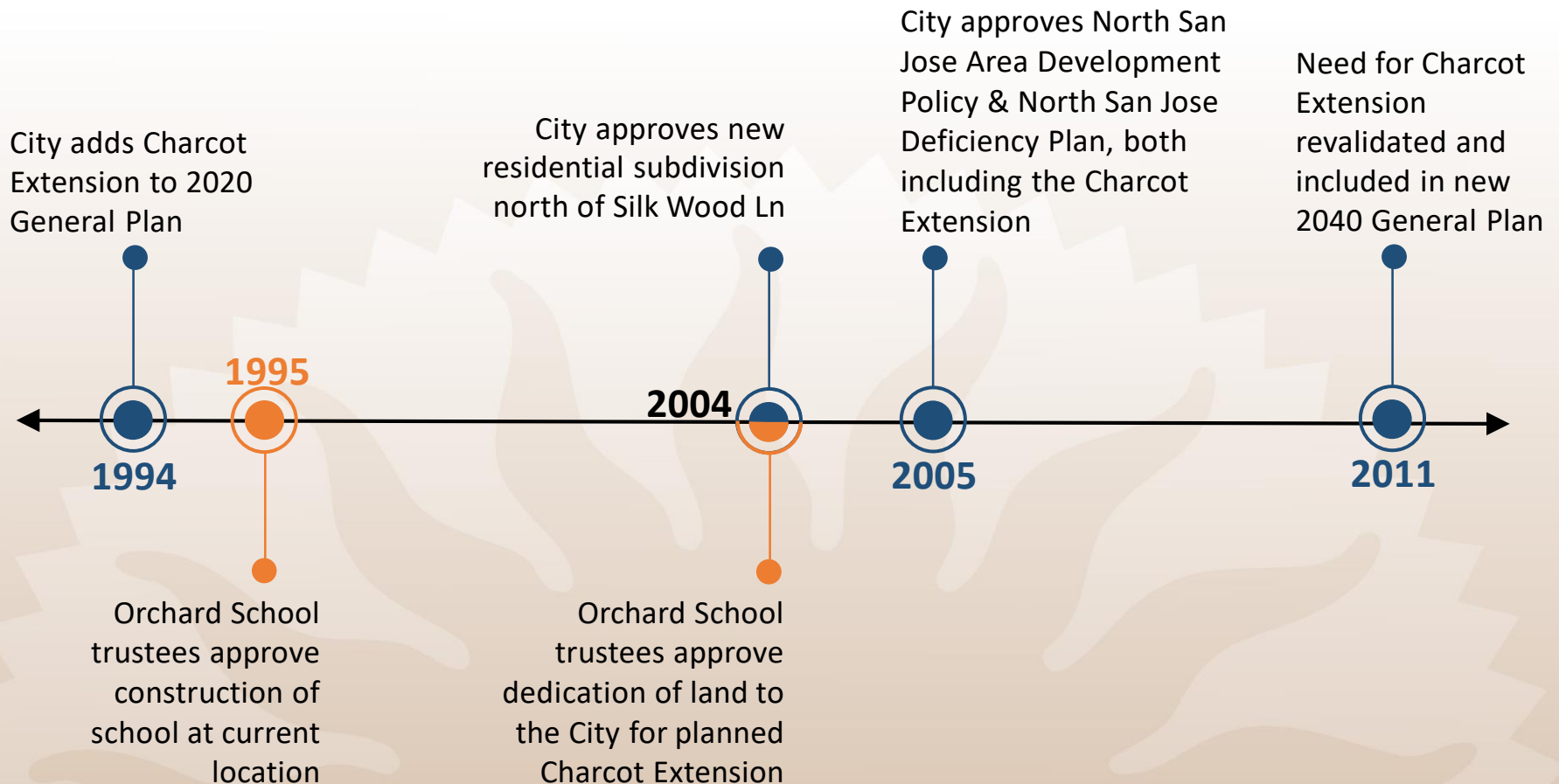
Background of North San Jose

- North San Jose area plays a vital role in the achievement of San Jose's economic and fiscal goals.
- The general plan provides for growth capacity within North San Jose for up to:
 - 26.7 million square feet of industrial development
 - 1.7 million square feet of commercial/retail development
 - 100,000 new jobs
 - 32,000 new housing development
- North San Jose was designated for expansion of employment due to its proximity to regional transportation infrastructure and accessibility to major freeways and trail systems.
- The area provides the opportunity for significant residential development for all levels of income, a key element of the City's Housing Crisis Plan.

Project History

- The Charcot Avenue Extension was added to **San Jose 2020 General Plan** in **August 1994** by City Council.
- Project included in **North San Jose Area Development Policy**
 - Approved in **2005**
 - Amended in **2010, 2015 and 2017**
- Project included in **North San Jose Deficiency Plan**
 - Approved in **2005**
- The Charcot Avenue Extension remains in the **San Jose Envision 2040 General Plan** adopted by City Council in **2011**

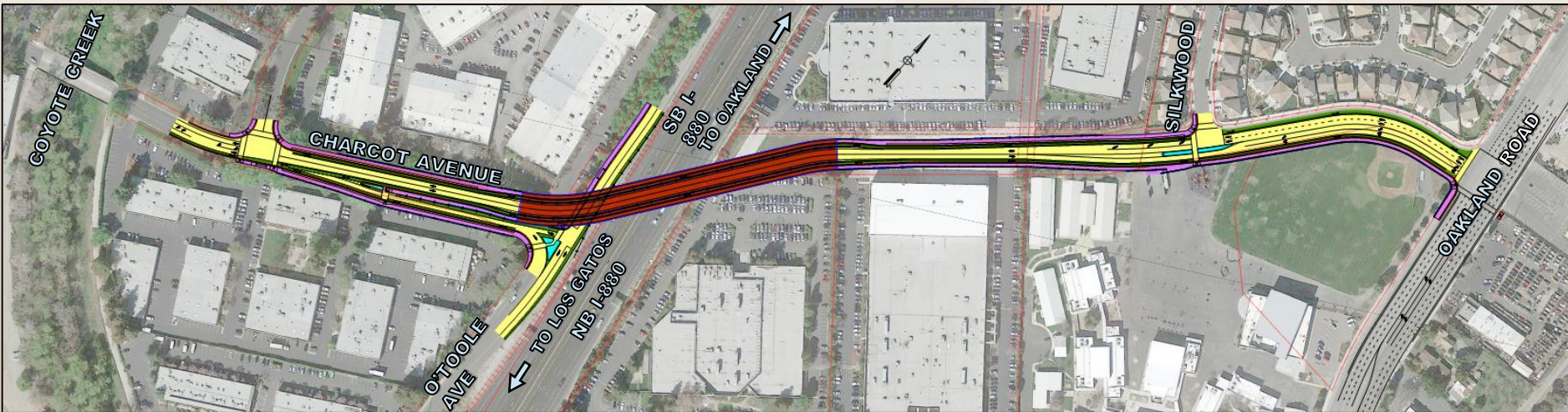
Project-School History



CHARCOT AVENUE EXTENSION PROJECT

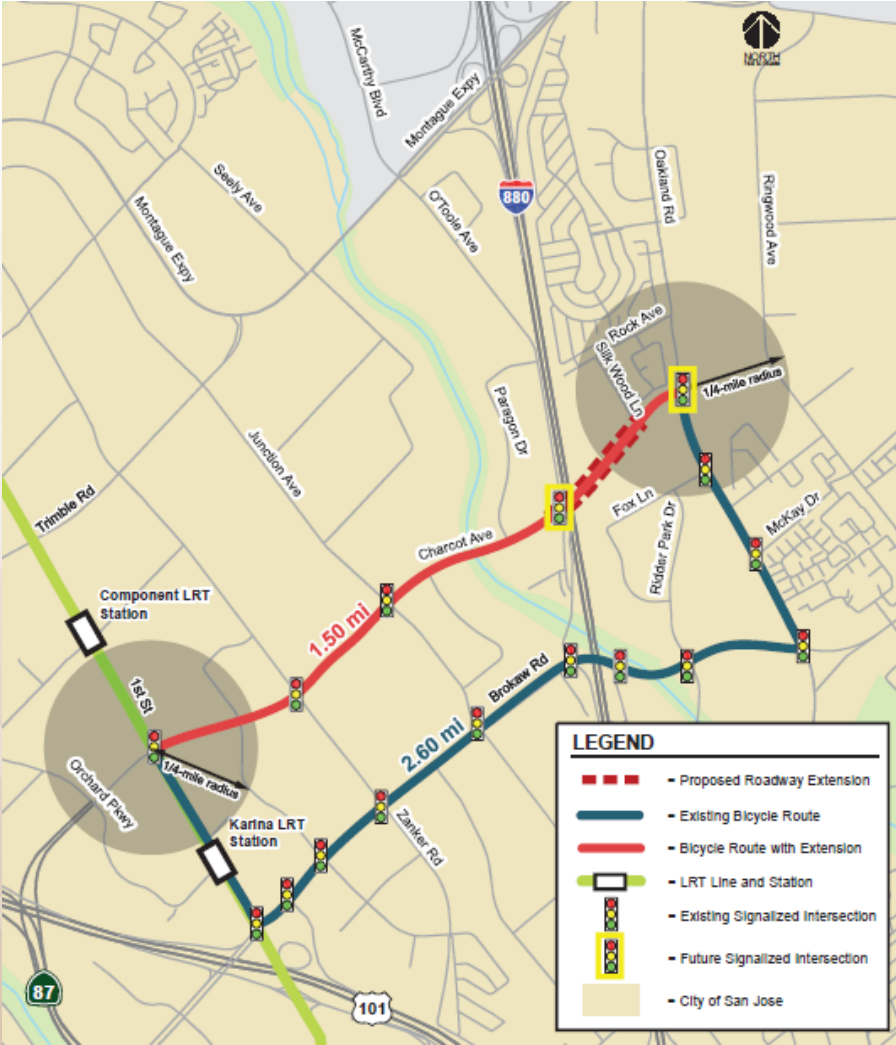
Project Scope

- **Extend** Charcot Ave from O'Toole Ave to Oakland Rd
- **Install** Bicycle/Ped Facilities from Oakland Rd to Future Coyote Creek Trail
- **Construct** Bridge Structure over I-880
- **Preserve** EB Connectivity to O'Toole Ave

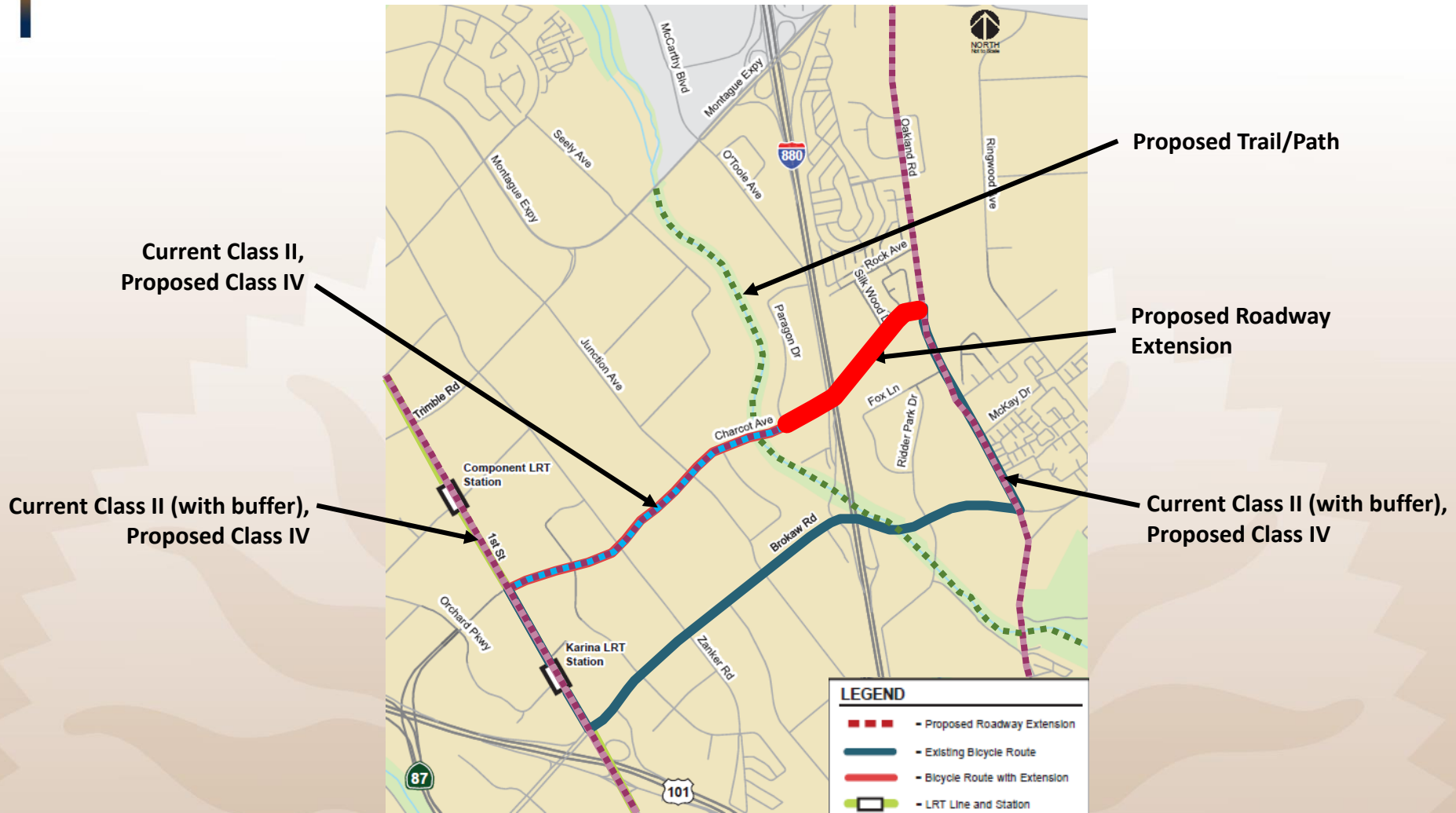


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Improved Bicycle & Pedestrian Travel Routes



Project Connection to Bike Network



Safe Bicycle & Pedestrian Facilities



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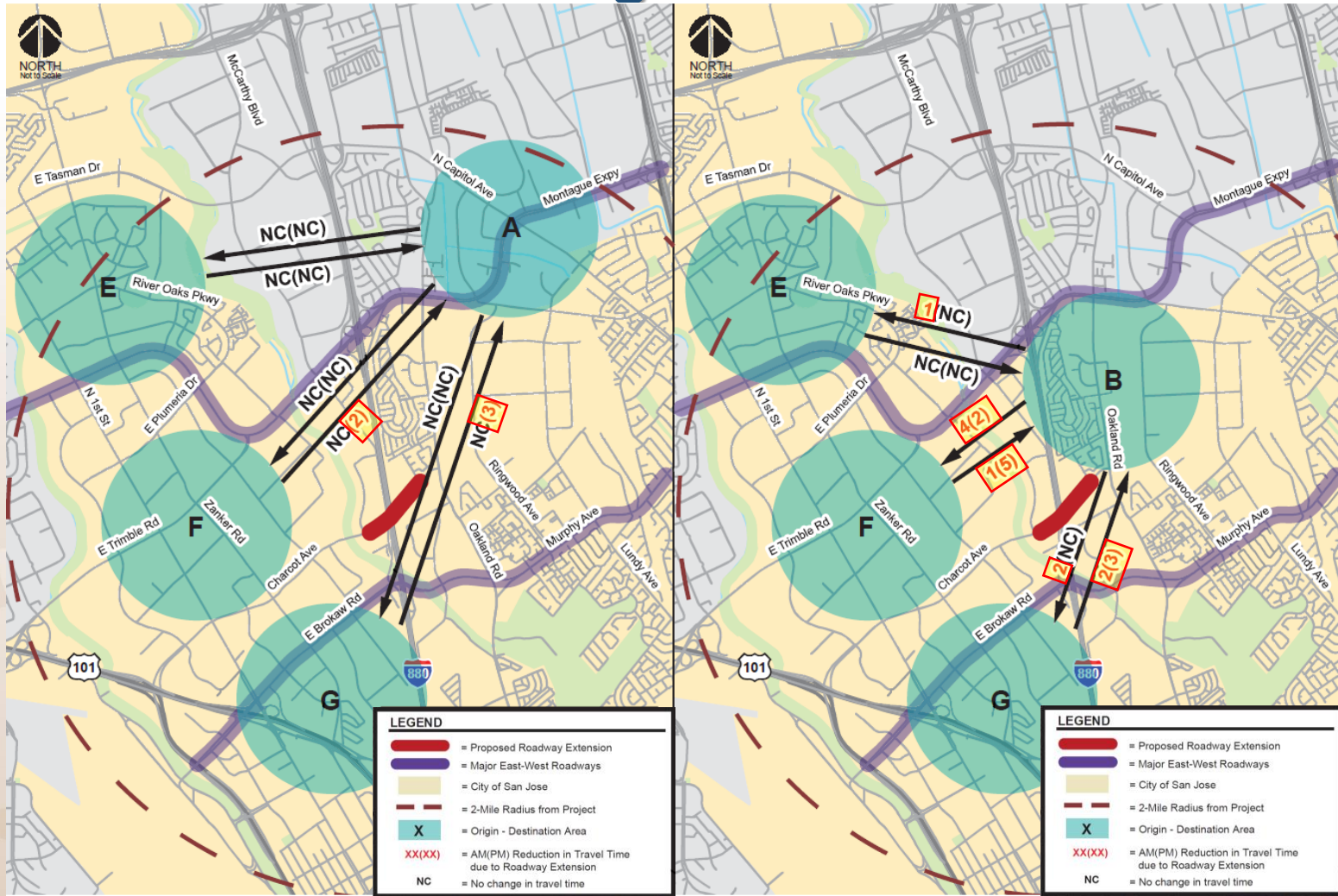
Environmental Impact Report

- **Draft EIR Circulated August 27, 2019 through November 4, 2019 (69 days)**
- **36 comment letters received on the Draft EIR**
- **Significant Unavoidable Impacts:**
 1. Aesthetics
 2. Recreation
- **Significant Impacts with Mitigation:**
 1. Biological Resources
 2. Cultural Resources
 3. Hazards/Hazardous Materials
 4. Noise
 5. Tribal Cultural Resources
- **Statement of Overriding Considerations needed for Significant & Unavoidable Impacts**

Issues raised in response to Draft EIR

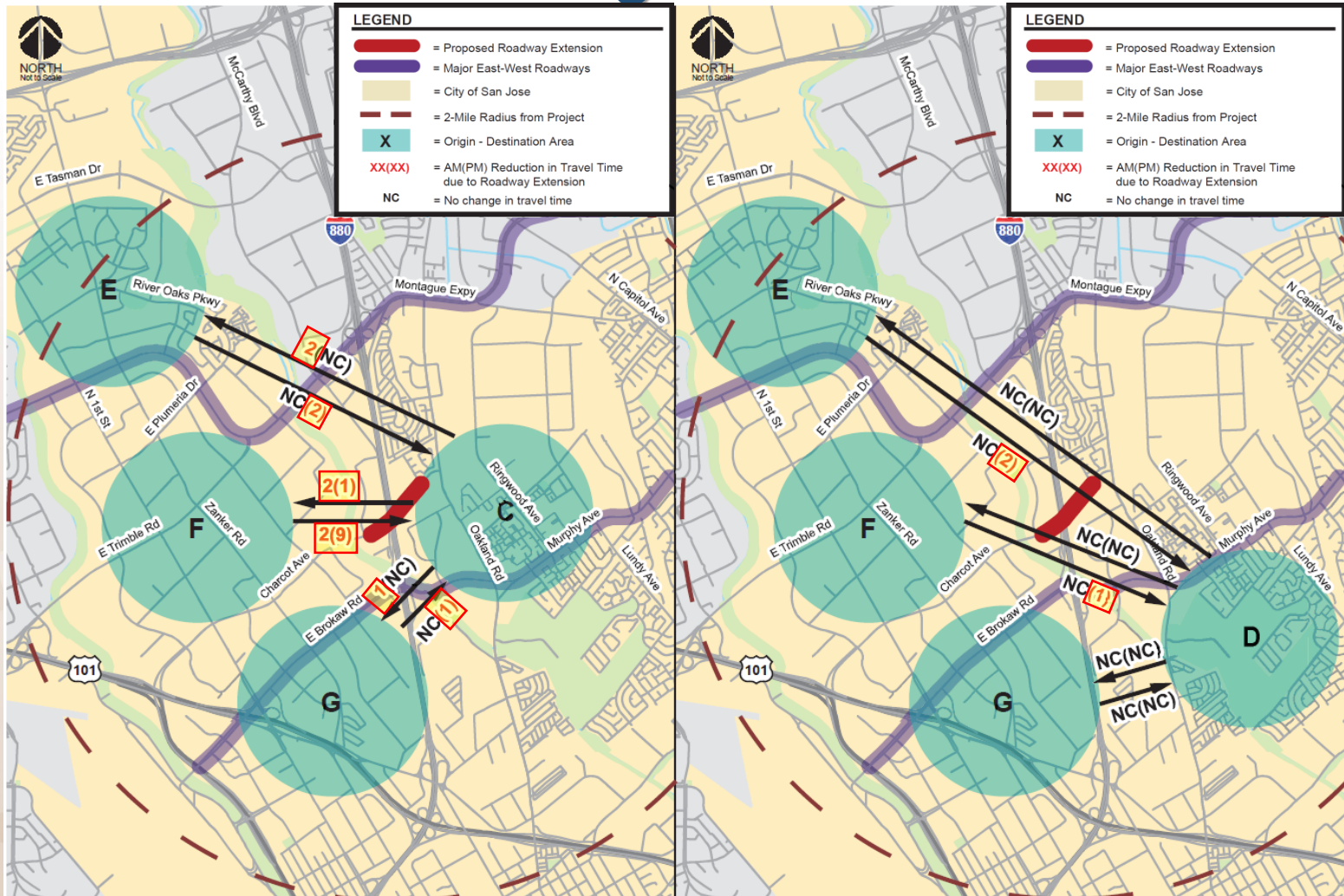
- **Time Savings Clarification**
- **Induced Demand Clarification**
- **Greenhouse Gas Emissions Concern**
- **Air Pollutants Emissions Concern**
- **2-Lane vs 4-Lane Roadway Clarification**
- **Increased Noise Concern**
- **Aesthetic Impact Concern**
- **Impacts to Orchard School Recreational Facilities**
- **Drop-off/Pick-up Activity Impacts**
- **School Safety Concern**
- **Homelessness Concern**
- **Cut-Through Traffic Concern**

Time-Savings Clarification



- Travel times are greatly reduced for trips located between Montague Expy and Brokaw Rd

Time-Savings Clarification



- Travel times are greatly reduced for trips located between Montague Expy and Brokaw Rd

Induced Demand Clarification

- Future demand is based on traffic that will be generated by the land uses identified in the City's approved General Plan
- According to traffic modeling undertaken for this project, the Charcot Extension would not significantly affect future demand
- The project would not induce unplanned growth

Greenhouse Gas Emissions will be Reduced

Table 3.8-2: CO₂e Emissions in Metric Tons per Year

Existing		Year 2025		Year 2040	
No Project	With Project	No Project	With Project	No Project	With Project
598,123	585,605	698,812	688,980	847,438	841,842
Project Difference	(12,518)		(9,832)		(5,596)
	-0.35%		-0.23%		-0.11%

- Decrease in green house gas is the result of the reductions in congestion and improvements in operations that are associated with the project

Air Pollution Impact Clarification

Table 3.3-4: Daily Operational Criteria Pollutant Emissions (pounds per day)					
Scenario	ROG	NO _x	CO	PM ₁₀ Total	PM _{2.5} Total
Existing					
No Project	752	2,249	8,505	1,660	377
Project	728	2,209	8,349	1,655	375
Increase	-25	-40	-156	-5	-2
BAAQMD Thresholds	54	54	n/a	82	54
Exceed Threshold?	No	No	n/a	No	No
Year 2025					
No Project	1,023	2,234	8,935	2,026	506
Project	1,002	2,172	8,851	2,024	505
Increase	-21	-61	-84	-2	-1
BAAQMD Thresholds	54	54	n/a	82	54
Exceed Threshold?	No	No	n/a	No	No
Year 2040					
No Project	1,102	3,365	8,065	2,553	567
Project	1,088	3,302	8,030	2,558	568
Increase	-14	-63	-35	+5	+1
BAAQMD Thresholds	54	54	n/a	82	54
Exceed Threshold?	No	No	n/a	No	No

Air Quality Methodology Concern

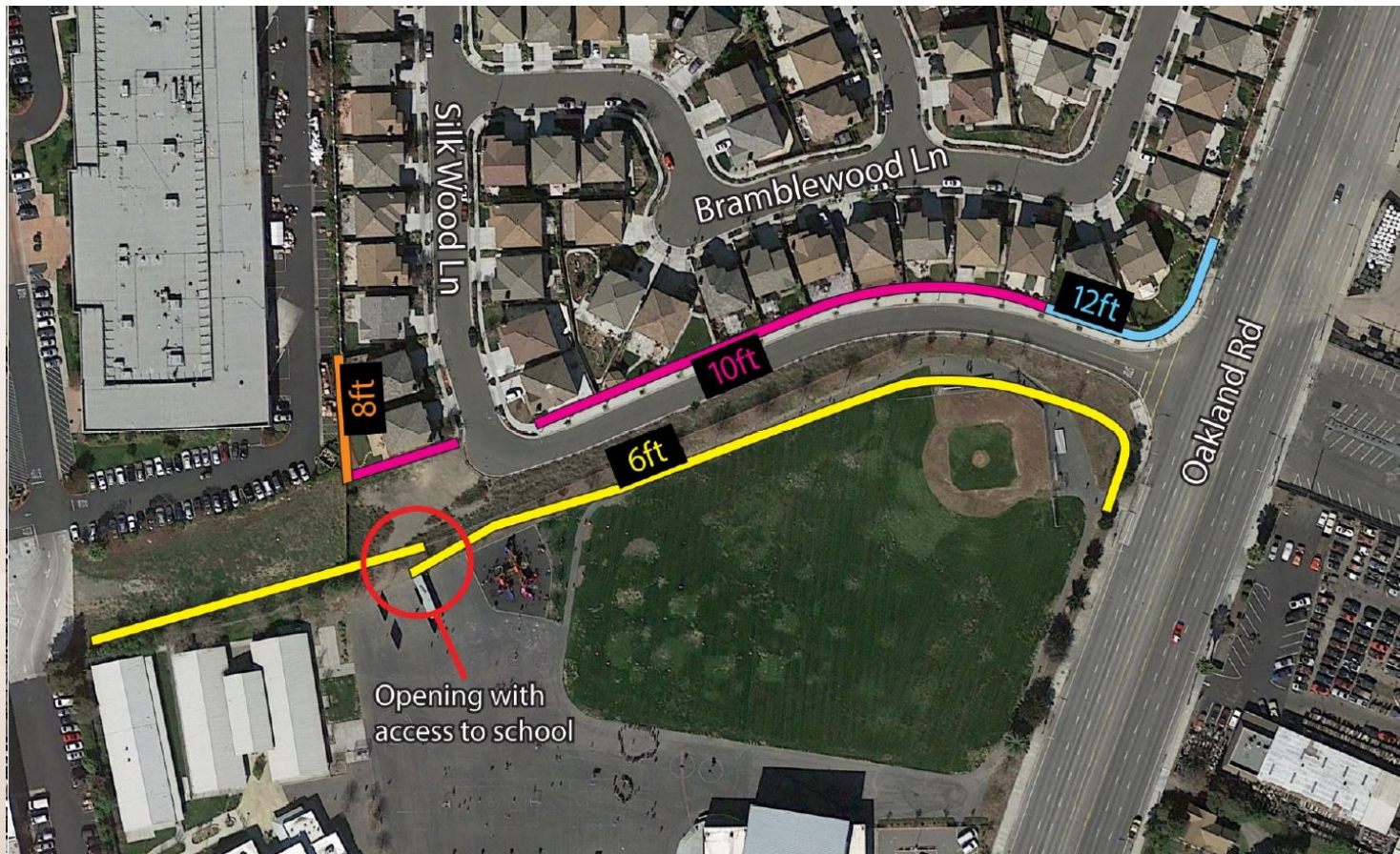
Per Bay Area Air Quality Management District, City also performed a supplemental analysis using updated methodologies and assumptions they recommended, both analyses verified that the air pollution thresholds will not be exceeded.

Noise Impact Concerns

**Table 3.13-8: Cumulative Increases in Traffic-Related Noise
[Expressed in dBA, DNL]**

	Existing	2040 No Project	2040 With Project	Total Increase Over Existing	Project's Contribution To Total Increase	Significant Cumulative Impact?	2040 Level with Mitigation In Place	
Residences	ST-1 (behind 5-foot barrier)	56	59	68	12	9	Yes	59
	ST-2	52	53	54	2	1	No	
	ST-3 (backyard of residence)	60	60	69	9	9	Yes	60
	ST-4	71	75	75	4	0	No	
PS Business Park	ST-5	65	65	66	1	1	No	
	ST-6	68	72	72	4	0	No	
Residences	R1	60	60	64	4	4	Yes	57
	R2 (behind 5-foot barrier)	55	56	67	12	11	Yes	60
	R3 (behind 10-foot barrier)	56	60	62	6	2	Yes	59
	R4 (behind 10-foot barrier)	59	62	62	3	0	No	60
Orchard School	S1	63	66	71	8	5	Yes	65
	S2	50 ^a	53 ^a	63 ^a	13	10	No	
	S3	50 ^a	53 ^a	58 ^a	8	5	No	
	S4	51 ^a	54 ^a	57 ^a	6	3	No	
	S5	58	59	69	11	10	Yes	64

Noise Impact Concerns



- Soundwall mitigation would reduce the cumulative noise impacts of the project to less than significant level.

Aesthetics Impact Concern



Existing



Proposed

- Soundwall constructed as part of the project will include aesthetic treatment to mitigate visual impact

Aesthetics Impact Concern



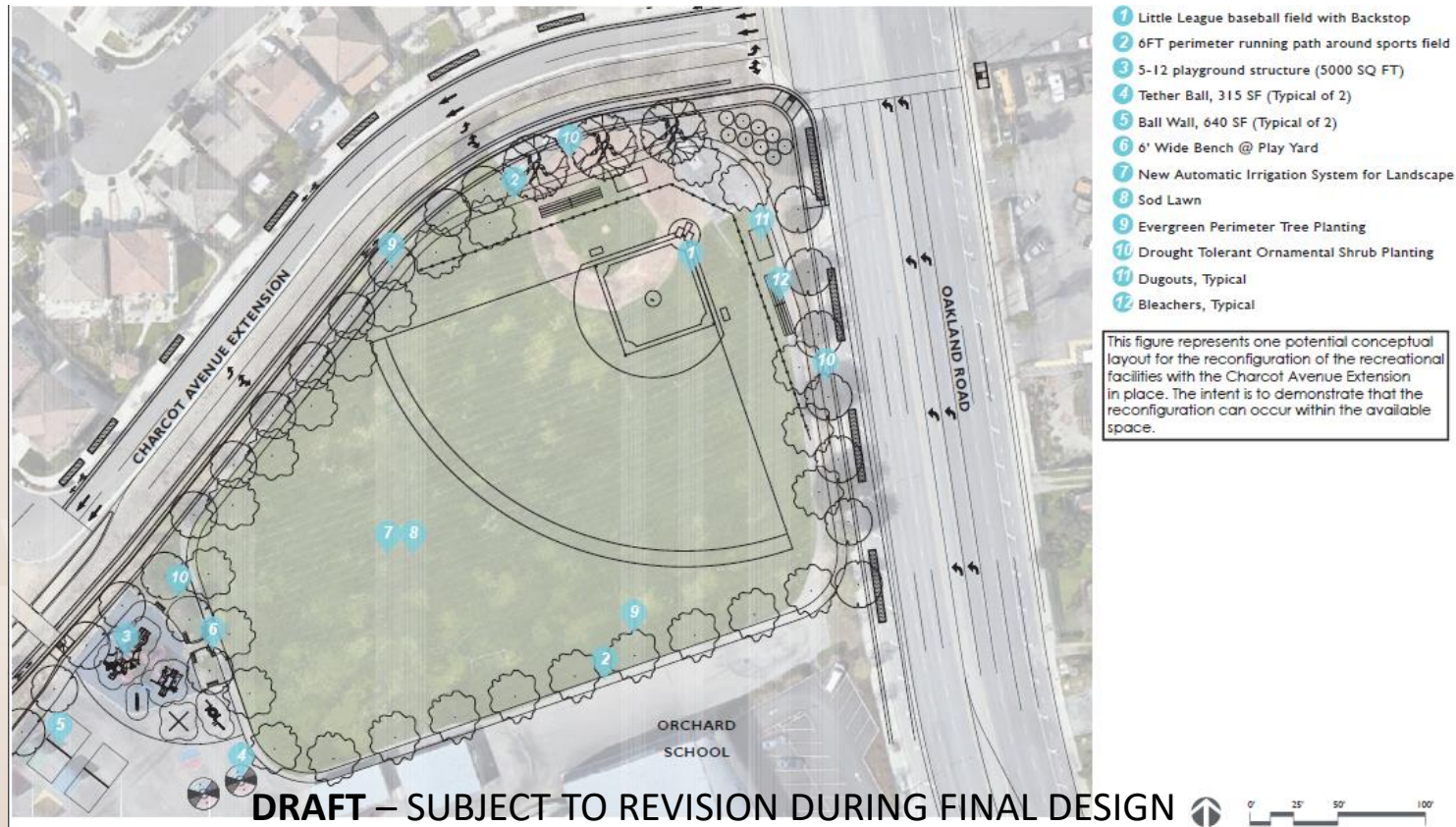
Existing



Proposed

- Physical constraint prevents the project from planting trees along Charcot Avenue between Paragon Dr and O'Toole Ave resulting in a significant and unavoidable aesthetic impact

Orchard School Recreation Facility Impact



- A significant and unavoidable on the recreational facilities at Orchard School
 - Existing Facilities = 5.7 acres
 - Project Impact = 0.44 acre (7.8% of existing)

School Drop-off/Pick-up Impact Clarification



EXISTING ORCHARD SCHOOL DRIVEWAYS AND DROP-OFF/PICK-UP ACTIVITIES

- Silk Wood Lane terminus is not designed to be a permanent cul-de-sac as it has been planned as part of the alignment for the Project

School Safety Concern



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- Safety enhancements will be constructed as part of the project for students and all pedestrians crossing Charcot Avenue

2-Lane Roadway Clarification

- The standard convention for describing a roadway project is to utilize the number of through lanes



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Clarification On Other Issues

- Tree Removal Concern**

Table 3.4-2: City of San José Standard Tree Replacement Ratios

Diameter of Tree to Be Removed	Type of Tree to be Removed			Minimum Size of Each Replacement Tree
	Native	Non-Native	Orchard	
18 inches or greater	5:1	4:1	3:1	24-inch box
12-18 inches	3:1	2:1	none	24-inch box
Less than 12 inches	1:1	1:1	none	15-gallon container

- Homelessness Concern**

Causes are varied and include economic factors, social/medical factors, and lack of housing. There are no models to predict such an outcome of homelessness.

- Cut-through Traffic Concern**

Should cut-through become a significant issue upon project completion, the implementation of traffic calming measures can be considered by the City as part of a traffic calming study for the area.

Responses to June 8th Letter from Lozano Smith

- The extension will comply with all current design and safety criteria.
- City is not rushing the project.
- Recirculation of the EIR is not required.
- The City is not deferring mitigation.
- The City has undertaken extensive coordination with the Orchard School District.
- Providing details on reconfiguration of the Orchard School's recreational facilities does not trigger EIR recirculation.
- Traffic Impacts around Orchard School were considered.
- Neighborhood/school observations do not negate the EIR's conclusions regarding no significant traffic impacts.

Responses to June 8th Letter from Silicon Valley Law Group

- Impacts to parking at PS Business Parks are addressed in the EIR.
- Direct access from Charcot Avenue to the businesses will be replaced.
- Businesses will not be shut down during construction.
- Mitigation for construction and operational impacts is identified in the EIR.
- The project will not create homelessness issues.
- Recirculation of the EIR is not required.

Conclusion

- **With over 25 years of planning and revalidation, this Project will serve as a gateway to the planned growth in the North San Jose area**
- **Since it was added to the General Plan in 1994, all stakeholders have been well aware that the planned Charcot extension was coming**
- **This Project is needed to support the ongoing development, housing, and an important employment center of the North San Jose area**
- **The Project complies with new state law and City policies regarding Vehicle-Miles-Traveled**
- **The Project provides a much needed connection and enhanced facility for Bicyclists, Pedestrians and Vehicles**
- **The City will work with Orchard School to enhance access and safety that will benefit the school**

Recommendation to the Council

- a) Adopt a resolution certifying the Charcot Avenue Extension Project Environmental Impact Report (EIR) (SCH # 2018042084) and making certain findings concerning significant impacts, mitigation measures, alternatives, adopting a Statement of Overriding Considerations, and adopting the related Mitigation Monitoring and Reporting Program all in accordance with the California Environmental Quality Act (CEQA), and

- b) Approve the full Charcot Ave Extension as depicted in the Site Plan and described in the project's EIR to construct a two-lane extension of Charcot Avenue from Paragon Drive on the west to Oakland Road on the east, a distance of approximately 0.6 mile. The Project includes construction of an overcrossing across O'Toole Avenue and I-880 and improvements to Silk Wood Lane. The Project would also construct bicycle/pedestrian facilities on Charcot Avenue, including sidewalks and separated (Class IV) bikeways, between Paragon Drive and Oakland Road.

Questions?