

BART SILICON VALLEY

Phase 1 – Berryessa Extension

Addendum No. 2 to the 2nd Supplemental Environmental Impact Report

Santa Clara Valley Transportation Authority

March 2012



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SECTION 1.0 INTRODUCTION

1.1 Purpose of the Addendum

The California Environmental Quality Act (CEQA) recognizes that between the date a project is approved and the date a project is constructed, one or more of the following changes may occur: 1) the scope of the project may change, 2) the environmental setting in which the project is located may change, 3) certain environmental laws, regulations, or policies may change, and 4) previously unknown information may be identified. CEQA requires that lead agencies evaluate these changes to determine whether or not they are significant.

The mechanism for assessing the significance of these changes is found in CEQA Guidelines Sections 15162 – 15164. If the changes involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects, further environmental review (in the form of a Subsequent or Supplemental Environmental Impact Report or Initial Study/Mitigated Negative Declaration) would be warranted per CEQA Guidelines Section 15162 and 15163. If the changes do not meet these criteria, then an Addendum per CEQA Guidelines Section 15164 is prepared to document any minor corrections to the Environmental Impact Report (EIR) or Initial Study/Mitigated Negative Declaration (MND). CEQA does not require that an Addendum be circulated for public review.

1.2 Overview of the BART Silicon Valley Project

The Project would begin at the BART Warm Springs Station in the City of Fremont and proceed on the former Union Pacific railroad right-of-way through the City of Milpitas to near Las Plumas Avenue in the City of San Jose. The Project would then descend into a subway tunnel, continue through downtown San Jose, and terminate at grade in the City of Santa Clara near the Caltrain Station. The total length of the alignment would be 16.1 miles.

This Addendum addresses changes since the certification of the 2nd Supplemental EIR in March 2011 for Phase I only. Phase I consists of the first 9.9 miles of BART Silicon Valley, beginning at the current planned terminus at the BART Warm Springs Station in Fremont, through Milpitas, to near to near Las Plumas Avenue in San Jose, and includes 2 stations: Milpitas Station in the City of Milpitas and Berryessa Station in the City of San Jose. See Figure 1. BART Silicon Valley – Berryessa Extension.

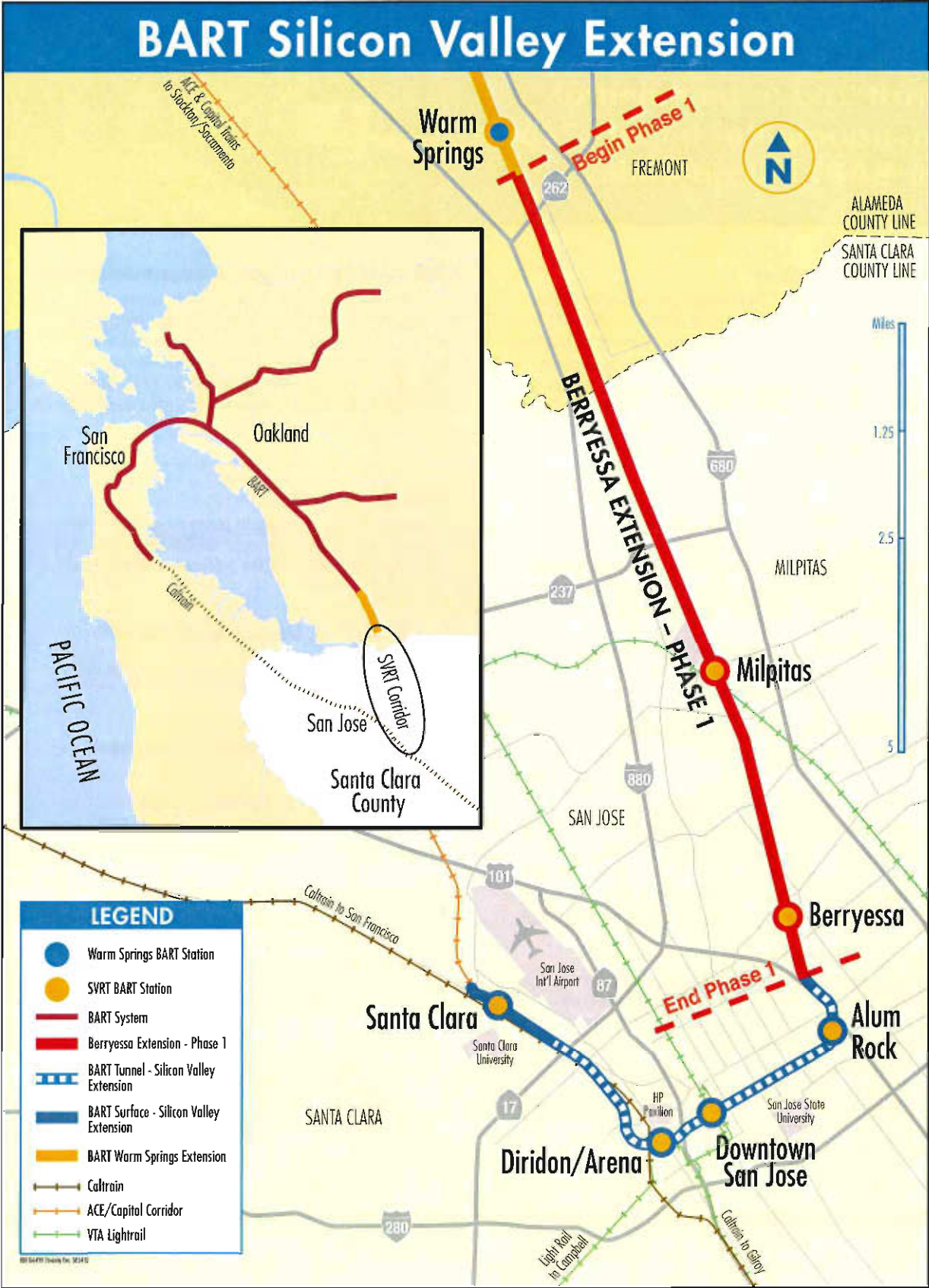


Figure 1 - BART Silicon Valley - Berryessa Extension

1.3 Previous Environmental Studies

Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose, and Santa Clara, Draft Environmental Impact Statement/Environmental Impact Report & Draft 4(f) Evaluation, March 2004

Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose, and Santa Clara, Final Environmental Impact Report, November 2004

Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose, and Santa Clara, Draft Supplemental Environmental Impact Report, January 2007

Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose, and Santa Clara, Final Supplemental Environmental Impact Report, May 2007

Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose, and Santa Clara, Addendum to the Supplemental Environmental Impact Report, September 2010

BART Silicon Valley, Phase I – Berryessa Extension, Draft 2nd Supplemental Environmental Impact Report, November 2010

BART Silicon Valley, Phase I – Berryessa Extension, Final 2nd Supplemental Environmental Impact Report, March 2011

BART Silicon Valley, Phase I – Berryessa Extension, Addendum to the 2nd Supplemental Environmental Impact Report, August 2011

BART Silicon Valley, Phase I – Berryessa Extension, Addendum No. 3 to the 2nd Supplemental Environmental Impact Report, March 2012

1.4 Scope of this Addendum

This Addendum is limited in scope to an evaluation of the proposed design modifications to the Project to determine whether the modifications result in any substantial change to the environmental setting, impacts, and mitigation measures as previously described in the approved EIR, Supplemental EIR (SEIR-1), 2nd Supplemental EIR (SEIR-2), and related Addendums..

SECTION 2.0 PROPOSED MODIFICATIONS TO THE PROJECT

As the design of the Project has progressed since the SEIR-2 was approved in March 2011, plans have been further refined.

From Chapter 3 of the Draft SEIR-2, Project Description, (Page 3-21), section 3.2.3.3 Design Change 10 is refined as described below in red underlined text and strikeouts.

For clarification, in the Draft SEIR-2, there were two alternate locations (A and B) proposed for the Systems Facilities. In the Final SEIR-2, Alternate Location B was selected and Alternate Location A was dropped. Alternate Location B, as mentioned below, refers to a proposed site located west of the BART alignment and at the north end of Railroad Court in the City of Milpitas.

Design Change 10. Systems Facilities Alternate Location B (STA 260+00)

Phase 1 includes two alternate locations for High Voltage Substation SRC and Switching Station SRR: Alternate Location A and Alternate Location B. Alternate Location A was previously described above under **subsection 3.2.2** as Design Change 3, System Facilities Alternate Location A, and Alternate B is described below.

- **Alternate Location B.** Alternate Location B, similar to the approved systems facilities location, is in Milpitas near Railroad Court. Alternate Location B is on private property within a parking lot. If this location is selected, a PG&E ~~60~~115-foot-high, tapered tubular steel ~~tower~~pole would be constructed within PG&E's existing easement. A second, ~~smaller 85 to~~ 100-foot-high tapered tubular steel pole would be constructed to the south, on the facility site. This pole would allow the 115-kV line to transition down to the substation. Access to the systems facilities would be provided from Railroad Court.

From Chapter 3 of the Draft SEIR-2, Project Description, (Page 3-31), section 3.2.4.5 Design Change 21 is refined and clarified as noted below in red underlined text and strikeouts:

Design Change 21. Electrical Facilities near Las Plumas Avenue (STA 525+00)

During preliminary engineering, a new site was identified for the Gap Breaker Station, High Voltage Substation, and Switching Station, and the two previous alternate locations were removed. In Phase 1, Gap Breaker Station SXB has been renamed Gap Breaker Station SXC, and the station has been relocated north from STA 553+00 to STA 525+00, within the BART alignment under the aerial structure. High Voltage Substation SMR has been renamed High Voltage Substation SLP, and Switching Station SSM has been renamed Switching Station SSL. The High Voltage Substation and Switching Station would be located east of the UPRR ROW and south of Las Plumas Avenue. As shown in the SEIR-1, a new high-voltage 115-kV line would begin at the high-voltage substation and then run along Las Plumas Avenue to King Road for approximately 1,900 feet. To install the new line, PG&E would replace the existing approximately 45- to 50-foot-tall wood distribution poles along Las Plumas Avenue with new up to 90-foot-tall transmission poles, which would also hold the existing distribution wires. The new poles would be wood or light-duty steel, which weathers to resemble wood. The existing PG&E high-voltage line on King Road, which has four approximately 65- to 70-foot-tall wooden poles spaced

approximately 180 feet apart, would be upgraded to ~~a combination of wood and weatherized~~ tubular steel poles ~~80-foot tall up to 100-foot tall~~, extending for approximately 550 feet to the PG&E Mabury Substation.

In Chapter 4 of the Draft SEIR-2, Environmental Analysis – Visual Quality and Aesthetics, (Page 4.17-14), section 4.17.4.7 is added in red underlined text below, to clarify the tree removals necessary:

4.17.4.7 Design Change 21. Electrical Facilities near Las Plumas Avenue (STA 525+00)

During preliminary engineering, a new site was identified for the Gap Breaker Station, High Voltage Substation, and Switching Station, and the two previous alternate locations were removed. In Phase 1, Gap Breaker Station SXB has been renamed Gap Breaker Station SXC, and the station has been relocated north from STA 553+00 to STA 525+00, within the BART alignment under the aerial structure. High Voltage Substation SMR has been renamed High Voltage Substation SLP, and Switching Station SSM has been renamed Switching Station SSL. The High Voltage Substation and Switching Station would be located east of the UPRR ROW and south of Las Plumas Avenue. As shown in the SEIR-1, a new high-voltage line would begin at the high-voltage substation and then run along Las Plumas Avenue to King Road for approximately 1,900 feet. To install the new line, PG&E would replace the existing approximately 45- to 50-foot-tall wood distribution poles along Las Plumas Avenue with new up to 90-foot-tall transmission poles, which would also hold the existing distribution wires. The new poles would be wood or light-duty steel, which weathers to resemble wood. The existing PG&E high-voltage line on King Road, which has four approximately 65- to 70-foot-tall wooden poles spaced approximately 180 feet apart, would be upgraded to weatherized tubular steel poles up to 100 feet tall, extending for approximately 550 feet to the PG&E Mabury Substation.

There are 21 landscaping trees, including redwood trees, along the western side of King Road south of Las Plumas Avenue within a landscaping strip in front of a commercial/office business, shown in the photos in Figure 2 below. The existing PG&E poles, as described in the paragraph above, are located within the sidewalk adjacent to the roadway. The trees are located directly under the future upgraded 115-kV transmission lines and may conflict with the CPUC's General Order 95 which establishes minimum clearances of obstructions from power lines. To meet General Order 95, up to 21 of the trees may be removed depending on PG&E's final design.

In Chapter 4 of the Draft SEIR-2, Environmental Analysis – Visual Quality and Aesthetics, (Page 4.17-6), section 4.17.4 Project Impacts and Mitigation Measures remain applicable and this section is unchanged.

SECTION 3.0 ENVIRONMENTAL EVALUATION

The discussion that follows focuses on the following environmental subject area: visual quality and aesthetics. No additional information or changes in other subject areas that include transportation and traffic, air quality; biological resources and wetlands; community services and facilities; cultural resources; geology, hazardous materials; seismicity, and soils; land use; noise and vibration; water resources, water quality, and floodplains; socioeconomics; utilities; cumulative impacts; and growth-inducing impacts have occurred due to the design modifications described in this Addendum.



Figure 2 Looking southeast down King Road. Trees to be removed at right, residential neighborhood at left

Visual Quality and Aesthetics

The change in height of the PG&E poles is comparable to similar transmission facilities in the commercial/industrial areas where the design refinements are planned, and would not represent a substantial visual change to the area due to the increase of height of the planned poles.

The removal of the trees would not have an adverse effect on a scenic vista. The site is not within a scenic vista. The trees are located on a relatively flat area of the Santa Clara Valley and only visible from the immediate neighborhood.

King Road is a 4-lane street and is not a scenic highway; therefore the removal of the trees would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway.

The removal of the trees would not significantly alter the visual character or quality of the site and its surroundings. The neighborhood is in a relatively flat area on the valley floor of Santa Clara Valley, as shown in the location map in Figure 3.

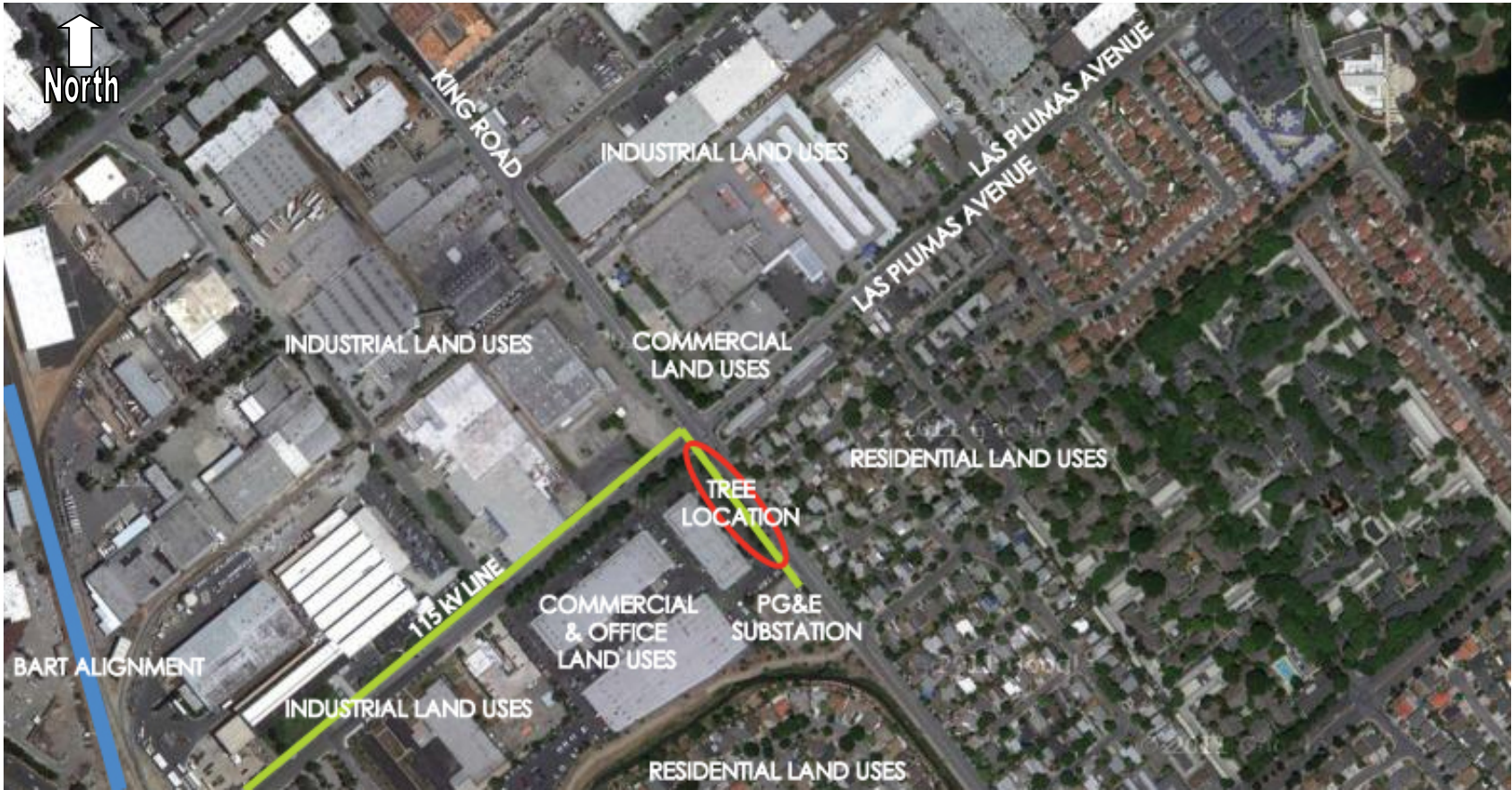


Figure 3. Location Map

The neighborhood is predominantly light industrial with industrial complexes to the north, west, and southwest of the King Road/Las Plumas Avenue intersection. There are office and commercial uses at the northern and southern corners of this intersection. There is a PG&E substation located on the southwest side of King Road, shown in the photo in Figure 4.



Figure 4. PG&E Substation on southwest side of King Road, south of trees to be removed

Directly east and farther south of the King Road/Las Plumas Avenue intersection are residential neighborhoods. Within the residential area east of King Road, there are single-story residences and one two-story apartment building. The apartment building is located at the eastern corner of the intersection and faces Las Plumas Avenue, not King Road, as shown in the photo in Figure 5.



Figure 5. Looking northeast at apartment building on eastern corner of King Rd & Las Plumas Ave

The single-story homes face internal streets and do not face King Road. These single family homes are also visually screened from King Road by an approximately 8- to 9-foot high sound wall seen in the photos below in Figures 6 through 9. Therefore, the residents in this neighborhood do not have a direct line of sight to the tree removal area from their homes.



Figure 6. Looking east at soundwall and single-story residences east of King Rd



Figure 7. 8-9 foot tall soundwall along northeast side of King Road adjacent to residences



Figure 8. Looking southeast at residences on northeast side of King Rd and trees on southwest side of King Rd



Figure 9. Looking northeast at soundwall and single-story residences east of King Rd

The area where the trees are to be removed is directly visible only from the vehicles traveling along King Road and Las Plumas Avenue and the employees of the light industrial businesses located on the north, south, and west corners of the Las Plumas Avenue/King Road intersection. There are no sensitive viewers that have a direct line of sight to the trees that will be removed. Although the removal of the trees would cause a moderate change to the visual character of the site and its surroundings, it is a predominantly industrial and commercial intersection. Also, the existing residences are not directly facing the site, do not have a direct line of sight to the trees, and also have an existing visual barrier between the site and the residential neighborhood.

The removal of the trees would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

If the existing trees need to be removed, they cannot be replaced on site within the same landscaping strip because they would be in conflict with CPUC's General Order 95. Therefore, these trees will be replaced as described in the 2nd SEIR, which states that the trees will be replaced at a 1:1 ratio within the relevant visual analysis area. The closest opportunity to replant these trees is within Berryessa Station located approximately ½-mile to the northwest of the Las Plumas Avenue/King Road intersection. The Berryessa Station is located between Berryessa Road and Mabury Road within the Berryessa neighborhood of San Jose, as shown in the map in Figure 10 below. In addition, VTA is coordinating with the City of San Jose and PG&E to determine whether replacement vegetation is required on site, and if so, the appropriate type of low-growing, General Order 95 compliant vegetation, including the possibility of low-growing trees, where feasible.



Figure 10. Location map showing tree removal area in relation to Berryessa Station

In conclusion, no significant impact would result from the proposed design refinements and tree removals. All mitigation measures described in the 2nd Supplemental EIR are still applicable.

SECTION 4.0 ENVIRONMENTAL DETERMINATION

Based upon the evaluation of the proposed design modifications to the approved BART Silicon Valley Project, the Addendum to the Project has not identified any significant adverse impacts nor any substantial increase in the severity of any previously identified significant adverse impacts previously documented for the Project. Therefore, an Addendum to the previous EIR, Supplemental EIR, and 2nd Supplemental EIR is the appropriate environmental document.



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3/28/2012

Date