

**First Amendment/  
Final Environmental Impact Report**

**HALE AVENUE EXTENSION  
AND  
SANTA TERESA CORRIDOR  
WIDENING AND REALIGNMENT**

**SCH #2016052076**



**August 2017**

## PREFACE

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This document, together with the Draft Environmental Impact Report (Draft EIR), constitutes the Final Environmental Impact Report (Final EIR) for the Hale Avenue Extension and Santa Teresa Corridor Widening and Realignment project. The Draft EIR was circulated to interested individuals, property owners, and public agencies for a 45-day review period starting December 23, 2016 and ending on February 6, 2017. This document consists of comments received by the Lead Agency on the Draft EIR during the public review period, responses to those comments, and revisions to the Draft EIR, as necessary.

In conformance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the Final EIR provides objective information regarding the environmental consequences of the proposed project. The Final EIR also examines mitigation measures and alternatives to the project intended to reduce or eliminate significant environmental impacts. The Final EIR is intended to be used by the City and any Responsible Agencies in making decisions regarding the project. The CEQA Guidelines advise that, while the information in the Final EIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the Draft EIR by making written findings for each of those significant effects.

According to the State Public Resources Code (Section 21081), no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

- (a) The public agency makes one or more of the following findings with respect to each significant effect:
  - (1) Changes or alterations have been required in, or incorporated into, the project which will mitigate or avoid the significant effect on the environment.
  - (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
  - (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities of highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.
- (b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

## **ORGANIZATION OF THE FINAL EIR**

This document, which includes responses to comments and revisions to the Draft EIR, has been prepared in accordance with Section 15088 of the CEQA Guidelines and includes the following sections:

***Section 1.0 List of Agencies and Organizations Who Received the Draft EIR***

The agencies, organizations, and individuals who received copies of the Draft EIR are listed in this section.

***Section 2.0 List of Comment Letters Received on the Draft EIR***

This section contains a list of all parties who submitted written comments on the Draft EIR.

***Section 3.0 Responses to Comments Received on the Draft EIR***

This section contains the written comments received on the Draft EIR and the responses to those comments.

***Section 4.0 Revisions to the Draft EIR***

This section contains revisions to the Draft EIR. Revisions can be made as a result of comments received during the Draft EIR public review process, corrections or clarifications to the text, or to reflect modifications that have been made to the project to reduce impacts.

***Section 5.0 Copies of Comment Letters Received on the Draft EIR***

This section contains copies of the comment letters received on the Draft EIR.

In accordance with CEQA and the CEQA Guidelines, the Final EIR will be made available to the public prior to consideration of the Environmental Impact Report. All documents referenced in this Final EIR are available for public review at the City of Morgan Hill Development Services Department (17575 Peak Avenue Morgan Hill, CA 95037), on weekdays during normal business hours and on the City's website at: <http://www.morganhill.ca.gov>.

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## **SECTION 1.0    LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS RECEIVING THE DRAFT EIR**

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The following is a list of agencies, businesses, community organizations, and individuals who received a copy of the Hale Avenue Extension and Santa Teresa Corridor Widening and Realignment project Draft EIR.

### **Federal Agencies**

United States Fish and Wildlife Service – Endangered Species

### **State Agencies**

California Natural Resources Conservation Service State Office  
Resources Agency  
California Department of Fish and Wildlife, Region 3  
California Department of Parks and Recreation  
California Department of Water Resources  
California Highway Patrol  
California Department of Transportation, District 4  
Regional Water Quality Control Board, Region 3  
Native American Heritage Commission  
Public Utilities Commission

### **Regional Agencies**

Association of Bay Area Governments  
County of Santa Clara Department of Environmental Health  
County of Santa Clara Department of Planning and Development  
County of Santa Clara Division of Agriculture  
County of Santa Clara Roads and Airports Department – Planning Division  
Metropolitan Transportation Commission  
Santa Clara Valley Transportation Authority, Congestion Management Program  
Santa Clara Valley Water District – Community Projects Review

### **Cities**

City of Gilroy Planning Department  
City of San Jose Planning Department

### **Community Agencies and Organizations**

Morgan Hill Unified School District  
City of Morgan Hill Chamber of Commerce  
Committee for Green Foothills  
Gavilan College (Community College)  
Greenbelt Alliance  
Northern California Carpenters Regional Council, Central District  
Thrive! Morgan Hill

**Businesses**

Adams Broadwell Joseph & Cardozo  
Recology South Valley  
Pacific Gas and Electric

**Individuals**

Eric Carruthers  
Gordon Jacoby  
Mike Muller  
Patrick Scheufler  
Jim Sergi

## **SECTION 2.0    LIST OF COMMENT LETTERS RECEIVED ON THE DRAFT EIR**

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Shown below is a list of agencies, organizations, and individual who commented on the Draft EIR. The list below also identifies the dates of the letters received.

### **Regional Agencies**

A.	Santa Clara County Roads and Airports – Planning Division	February 6, 2017
B.	Santa Clara Valley Transportation Authority	February 6, 2017
C.	Santa Clara Valley Water District	February 6, 2017

### **Organizations, Businesses, and Individuals**

D.	Dan Devou	February 7, 2017
E.	John Howard	January 9, 2017
F.	Jon Y. Hatakeyama, DDS	December 22, 2016
G.	Loya Jackson	January 18, 2017
H.	Mark Shellheim	February 4, 2016

## **SECTION 3.0      RESPONSES TO COMMENTS RECEIVED ON THE DRAFT EIR**

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The following section includes all the comments on the Draft EIR that were received by the City in letters and emails during the 45-day review period. The comments are organized under headings containing the source of the letter and the date submitted. The specific comments from each letter are shown as “Comment” with a response to that specific comment directly following. Comments that raise questions regarding the adequacy of the EIR or analyses in the EIR require substantive responses. Comments that contain only opinions regarding the proposed project do not require substantive responses. Each letter submitted to the City of Morgan Hill is attached in its entirety (with any enclosed materials) in Section 5.0 of this document.

### **A.      RESPONSE TO COMMENTS FROM SANTA CLARA COUNTY ROADS AND AIRPORTS – PLANNING DIVISION, FEBRUARY 6, 2017**

**Comment A-1:** The County of Santa Clara Roads and Airports Department appreciates the opportunity to review notice of availability (NOA) of draft environmental impact report (DEIR) for the project cited above and is submitting the following comment(s):

Phase 2 of the project as described in the DEIR includes Dewitt Avenue “s-curve” realignment between Spring Avenue and Origilia Lane. It should be noted that this County project is currently under construction and will be completed this year. Please update text and figures in the DEIR to reflect County’s project. Additional information about the project can be found at link provided below here: <https://www.sccgov.org/sites/rda/projects/dewitt/Pages/home.aspx>

#### **Response A-1:**

Text has been added to the EIR to reflect the County’s undertaking the Dewitt ‘S-Curve’ Realignment project in 2017 to improve existing roadway conditions. See Section 4.0, *Revisions to the Text of the Draft EIR*. The County’s DeWitt ‘S-Curve’ project is consistent with Phase II Realignment project evaluated in the Draft EIR, in that the County will be making improvements within a 64-foot right-of-way, while the ultimate right-of-way assumed for the Phase II Realignment will be widened to 96 feet. As part of the future Phase II project, additional improvements beyond the County’s current project would be completed along this segment of DeWitt Avenue. These additional Phase II improvements include widening DeWitt to provide a center median and sidewalks on each side of the road.

## **B. RESPONSE TO COMMENTS FROM THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY, FEBRUARY 6, 2017**

**Comment B-1:** Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR for the Hale Avenue Extension and Santa Teresa Corridor Widening and Realignment Project. We have the following comments.

### ***Roadway Connectivity***

VTA supports this proposed improvement to roadway connectivity, which will provide additional travel options and help relieve congestion on parallel north/south corridors such as Monterey Highway, Butterfield Boulevard and US 101.

**Response B-1:** The VTA's support for the project is acknowledged. No response is required.

### **Comment B-2: Vehicle-Miles-Traveled and Vehicle-Hours-Traveled Analysis**

VTA commends the City for including an analysis of Vehicle-Miles-Traveled (VMT) and Vehicle-Hours-Traveled (VHT) in the Draft EIR. Including these analyses provides a more complete picture of the benefits and effects of the proposed project than the use of localized Level of Service measures alone.

**Response B-2:** The VTA's support for the EIR's inclusion of analysis of VMT and VHT is acknowledged. No response is required.

### **Comment B-3: Pedestrian and Bicycle Accommodations**

The construction of a new, continuous corridor along the west side of Morgan Hill, connecting to points north and south, represents a once-in-a-lifetime opportunity to design a truly multi-modal corridor. The Draft DEIR notes that the proposed project will be designed as a multi-modal arterial in keeping with the "complete streets" approach to roadway planning (Section 1.1, page 5) per the City of Morgan Hill's 2010 Circulation Element of the City's 2035 General Plan. These complete street elements are further defined in associated Appendix H - Traffic Operations Analysis as 5-foot bike lanes plus a separated multi-use path on the east side of on Hale Avenue between Main Street and Spring Avenue. Future improvements to Dewitt Avenue during Phase II will also include bike lanes between Edmundson Avenue and Watsonville Road on Sunnyside Avenue. VTA supports the inclusion of these proposed multi-modal project features. VTA notes that the Santa Teresa/Hale corridor roughly follows existing Cross-County Bicycle Corridors in the 2008 Santa Clara Countywide Bicycle Plan, and VTA staff is recommending the inclusion of the Santa Teresa/Hale corridor in the new Countywide Bicycle Plan currently under development.

The design of the proposed roadway corridor and intersections should ensure a continuous, safe, comfortable and convenient route for bicyclists and pedestrians along the corridor. The DEIR text and Traffic Operations Analysis do not discuss how the proposed multi-use path on the east side of Hale Avenue will interact with existing and proposed intersections. VTA requests further

clarification in the EIR, and requests early consultation during the design phase, regarding the bicycle/pedestrian facilities along the proposed roadway, including the multi-use path. In particular, VTA encourages the City to adopt best practices for design of multi-use paths at intersections, including consideration of bicycle/pedestrian protected intersections, roundabouts, and separate bicycle signals. The design of the new intersections should take into account any existing bicycle facilities along the cross-streets, such as along Dunne Avenue. VTA also encourages the City to include pedestrian and bicycle connections from any cul-de-sacs along the new corridor to Santa Teresa/Hale, to reduce trip lengths for pedestrians and bicyclists.

It is unclear from the DEIR if the referenced roadways will include sidewalks on the west side. VTA encourages the City to include sidewalks on both sides in addition to the proposed multi-use path, and recommends that the design include wide sidewalks and a buffer strip between pedestrians and automobiles with landscaping elements such as closely planted trees, shrubs, or light posts. Resources on pedestrian quality of service, such as the Highway Capacity Manual (HCM) 2010 Pedestrian Level of Service methodology, indicate that such accommodations improve pedestrian perceptions of comfort and safety on a roadway.

**Response B-3:** If the project is approved, the City will consult with VTA on the appropriate interface design with adjacent infrastructure and the plans will be amended accordingly. The other recommendations in the comment will also be considered by the City.

**Comment B-4: Corridor Operations and Consistency with Relevant Plans**

As noted in the DEIR, part of the corridor is in the City of Morgan Hill and part is within unincorporated Santa Clara County (page 5). However, it is unclear to VTA who would own, operate and maintain the roadway corridor once the project is constructed, including traffic signals along the corridor. VTA notes that Santa Clara County has submitted and identified a project with a similar description as part of VTA's Measure B project list, certified by the VTA Board on October 1, 2015. The project is listed as Santa Teresa-Hale Corridor Widening. VTA requests clarification from the City on the relationship between these projects as well as the planned ownership, operations and maintenance of the corridor.

**Response B-4:** As noted in the Draft EIR, the proposed roadway improvements are within the City of Morgan Hill except for the segment in Phase II between the DeWitt/Spring Avenue intersection and approximately Edmundson Road, which is within unincorporated Santa Clara County jurisdiction. The unincorporated County portion would remain within County jurisdiction (ownership, operation, and maintenance) unless and until annexed into the City of Morgan Hill or unless an operation/maintenance agreement was reached between the City and County. The Measure B Tier 1 Expressway Program improvement for a road and trail between Dewitt and Main is the Phase I project in the Draft EIR.

## C. RESPONSE TO COMMENTS FROM THE SANTA CLARA VALLEY WATER DISTRICT, FEBRUARY 6, 2017

**Comment C-1:** The Santa Clara Valley Water District (District) staff has reviewed the Draft Environmental Impact Report (DEIR) for Hale Avenue Extension and Santa Teresa Corridor Widening and Realignment project, received on December 20, 2017. The District has the following comments:

### *Section 2.9.2.4 Drainage Pattern Impacts, Impact HYD-1*

Impact HYD-1 states that "During large storm events, the runoff generated by the proposed extension of Hale Avenue (Phase I) could exacerbate flooding downstream of the Hale Avenue extension." This impact is based on the Appendix F hydrology and water quality analysis for Phase I. Appendix F does not include a discussion on the existing capacity of downstream creeks to determine which storm events should be analyzed for mitigation and avoid exacerbating existing flooding conditions on West Little Llagas Creek, Llagas Creek or their tributaries. Additionally, Appendix F has a table analyzing the existing 5-year, 10-year and 100- year peak flows from the project site, but there is no analysis of the project condition peak flows from the project site which need to be mitigated for by the proposed detention or retention basins.

Mitigations MM HYD-1.1 and MM HYD-1.2 state that the post project runoff will not exceed pre-project flow rates for the two-year, 24-hour storm and the basins will either be detention basins designed to store the 25-year, 24-hour storm with 25 percent freeboard capacity or retention basins designed to contain the 100-year storm event. The District recommends the basins be designed to mitigate post-project runoff (volume and peak flows) for a range of storm events from the 2 year up to a 100-year event to pre-project conditions (volume and peak flows) since West Little Llagas Creek floods frequently.

**Response C-1:** The impact statement in the Draft EIR is based on existing background publically available information and observations that areas downstream of the project flood frequently. The existing capacity of downstream creeks is not necessary to conclude that additional project-generated runoff could exacerbate downstream flooding. The exact sizing of the stormwater treatment areas will be determined at the time Phase I final design is approved. The mitigation proposed by the project is consistent with City and Central Coast Regional Water Quality Control Board Standards and would reduce the project impact to a less than significant level.

### **Comment C-2: Section 2.9.2.6 Other Hydrology and Water Quality Impacts, Water Discharge**

This discussion states that "The proposed project, including both Phase I and Phase II, would not generate wastewater or otherwise result in waste discharge impacts." Appendix F (bottom of page 3) also addresses this issue by generally stating that the project will not violate waste discharge requirements because wastewater from the project site is planned to be delivered via piped sanitary sewer lines to the sanitary sewer treatment plant. However, the District believes the Thresholds of Significance for determining whether the project would "violate any water quality standards or waste

discharge requirements" is referring to the waste discharge requirements regulated by the Central Coast Regional Water Quality Control Board, not sewage discharge requirements. The District recommends this discussion be revised to discuss the applicability or inapplicability of waste discharge requirements required by the Central Coast Regional Water Quality Control Board.

**Response C-2:** The proposed project would comply with the City's NPDES Small MS4s General Permit and the NPDES General Construction Permit. No additional waste discharge requirements (WDRs) are applicable to the proposed project.

Additional permits from the Central Coast Regional Water Quality Control Board are not required. The text of the EIR and Appendix F has been revised to state, "*No additional waste discharge requirements (WDRs) are applicable to the proposed project.*" Refer to Section 4.0, *Revisions to the Text of the Draft EIR*.

**Comment C-3: Section 2.9.2.3 Groundwater Impacts**

The project will add at least 6.2 acres of impervious surface in currently undeveloped land. A portion of this impervious area is located within the recharge area of the Llagas groundwater sub-basin. This will reduce groundwater recharge potential and the roadway could produce pollutants and chemicals that will be carried by runoff into Llagas Creek and its tributaries.

These impacts will be partially offset by the provision of bioswales and retention/detention basins as required under the City's NPDES Small MS4s General Permit. As noted in the EIR, these stormwater features reduce water quality impacts and the basins have the potential to provide some groundwater recharge. However, infiltration devices have the potential to degrade groundwater quality and the document does not address the potential of pollutants from the roadway doing so. The stormwater features should be designed to avoid impacts to groundwater quality while minimizing the loss of groundwater infiltration.

**Response C-3:** As stated in the EIR, the proposed project would comply with the City's NPDES Small MS4s General Permit, which includes design measures to ensure stormwater detention and retention basins to not contaminate groundwater. Runoff from the impervious surface will be treated in the bioretention areas prior to flowing into the detention areas that will allow the clean water to percolate through the soils.

Schaaf & Wheeler analyzed the potential reduction to groundwater recharge and noted that the project area has a very small impact, even based on conservative assumptions. The surface area of the Llagas groundwater basin is 56,000 acres. Although infiltration varies over the basin, this creates an average annual infiltration volume of 0.4 acre-feet per acre (af/acre) of surface area. The total impervious surface of the proposed development is about 6.2 acres (4,500 feet of approximately 60-ft wide roadway and bike lane). Applying the average annual infiltration volume (0.4 af/acre) and the most conservative assumption (i.e., no rainfall onto post-project impervious surfaces is able to percolate into the groundwater basin) this results in a decrease of about 2.4 acre-feet/year of infiltration, around one tenth of a percent

decrease from existing conditions, and less than 0.01% of the historic groundwater withdrawals. This does not represent a substantial interference with groundwater recharge. Furthermore, these calculations assume zero infiltration of rainfall onto impervious areas, but in fact the project proposes to utilize drainage bioretention areas and retention basins which will promote infiltration of runoff from impervious surfaces.

## **D. RESPONSE TO COMMENTS FROM DAN DEVOU, FEBRUARY 4, 2017**

**Comment D-1:** Who set the project objectives and when were they set?

**Response D-1:** Project objectives were developed by City staff in preparing the EIR, based on the Circulation Element and recently updated General Plan, both of which identify the need for the planned extension and improvement of Hale Avenue as a continuous north-south corridor serving the western portion of the City.

**Comment D-2:** Open graded pavement alternative ‘could ‘reduce noise. How is that measured and determined [?] Does the methodology take in to consideration wind direction? The Springhill neighborhood already hears sounds from St. Catherine’s and traffic noise on West Dunne

**Response D-2:** The Open Graded Pavement Alternative was included in the Draft EIR to identify an alternative to constructing soundwalls at various locations. The sound attenuation benefits of open grade pavement would be independent of prevailing wind direction in that the noise generated at the source (i.e., the road surface) is reduced, thereby avoiding the need to block it through placement of soundwalls.

**Comment D-3:** Four Lane Monterey Road Alternative – when was the study done? Was there traffic studies done on Main and Dewitt when Monterey Road was a 2 lane road? What was the difference?

**Response D-3:** The Four-lane Monterey Road Alternative is evaluated in the Draft EIR starting on page 183. The Four-lane Monterey Road Alternative traffic impacts were evaluated using the City of Morgan Hill’s travel demand forecasting (TDF) model. As stated on page 183, the Four-lane Monterey Road Alternative assumes Monterey Road through Downtown would remain four-lanes, two lanes in each direction, which results in lower traffic volumes on Hale Avenue and the Santa Teresa Corridor. Using the City of Morgan Hill’s TDF model, Hexagon Transportation Consultants completed Year 2035 traffic volume forecasts for the Four-lane Monterey Road Alternative, which were compared to those completed for the two-lane Monterey Road scenario. The results of the comparison are shown in the Draft EIR on Figure 6.5-1. As shown on Figure 6.5-1, there would be very little change in traffic volumes on Hale Avenue and the Santa Teresa Corridor assuming Monterey Road remains four lanes through Downtown.

**Comment D-4:** Know[n] Public Controversy and Local Group – There are no dates when prior meetings were held, when the comment period was open. When was the public meeting held? There were many public concerns about the proposed project during the meeting in the past and all were local groups providing input. But the city mentions the 1 letter of approval. Typical government B.S.

‘Notice of Preparation and Scoping’. I never received anything from the City about this on the dates. The Notice was sent to government agencies not the public that will be impacted.

**Response D-4:** As described on page 3 of the Draft EIR, a Notice of Preparation (NOP) was released by the City from May 27, 2016 through June 26, and a public scoping meeting was held at Morgan Hill City Hall June 8, 2016. The NOP and public scoping meeting notice were sent to public agencies and the general public for properties adjacent to the proposed roadway improvements. The list of adjacent properties to which the notices were sent is included as Appendix A of this Final EIR. As shown on the list, the notices were sent to Dan C. and Lynn R. Devou, 16781 Dry Creek Ct., Morgan Hill CA 95037.

**Comment D-5:** Site Plans are out of date and do not adequately show impacts to property or specify grading elevations.

**Response to D-5:** The plans included in the Draft EIR for Phase I and Phase II reflect the available level of detail that existed at the time the Draft EIR was prepared.

**Comment to D-6:** Substantial light or glare. The paragraph starts by saying the project would introduce street lights and increased vehicle headlights and then say that there would be not increase in lighting with in the project area.

2.1.4 Conclusion is false in every way as are the explanations. Increased street lighting, increased vehicle headlights due to installation of street light and increased vehicle traffic.

**Response D-6:** The potential for the proposed project to result in a significant light and glare impact is evaluated in the Draft EIR starting on page 16. As discussed in the Draft EIR, although the proposed extension of Hale Avenue would increase light levels in the immediate project area, the proposed project would not introduce a new light source to the surrounding area, which is an urbanized area located in central Morgan Hill that contains numerous sources of lighting (e.g., streetlights, vehicle headlights, security lighting, lit parking lots, etc.). Additionally, under normal operation, the project would not result in headlights from vehicles travelling on the alignment to shine directly into adjacent residences. The roadway, in accordance with current roadway safety standards, has been designed to ensure the headlights of vehicles travelling on roadway are directed onto the roadway surface to allow for adequate sight distance. Existing and proposed walls and fences along the road would also block vehicle headlights. For these reasons, the Draft EIR states on page 21 that compared to existing conditions in the project area, the proposed project

would not introduce a new source of substantial light or glare that would affect views in the project area.

**Comment D-7:** What happens if noise from increased traffic exceeds expectations?

**Response D-7:** As stated in the Draft EIR at the top of page 126, the project noise and vibration impact evaluation in the Draft EIR is based, in part, on an Environmental Noise Assessment prepared by Illingworth & Rodkin, Inc. in June 2016 for the Phase I project alignment. The report is attached as Appendix G to the Draft EIR. Since 1987, Illingworth & Rodkin consultants have conducted over 4,500 proprietary studies in community noise, vibration, industrial noise, vibration control, architectural acoustics, and air quality.

As stated on page 18 of the Environmental Noise Assessment, traffic noise modeling was conducted using the Federal Highway Administration's Traffic Noise Model (TNM v. 2.5). Traffic volumes and roadway/site geometries were entered into the model based on digital project plans, GIS coordinates and observations documented in the field, and a review of available mapping software. TNM version 2.5 is proven noise modeling software that has been shown over the years to accurately estimate noise that is generated by roadway projects. For these reasons and those stated above, the projected noise levels with implementation of the proposed Hale Avenue extension are considered accurate.

**Comment D-8:** 2.13.1.2 – where can the 2012 traffic studies be obtained? What is the difference between the old traffic study prior to the Butterfield extension being completed and the current 2016 traffic study? I would like to see the comparison between the 2 traffic studies side by side.

**Response D-8:** It is unclear what 2012 traffic studies the comment is referencing. The Draft EIR does not reference 2012 traffic studies. It is important to note that the traffic analysis completed for the proposed project utilizes the most recent City of Morgan Hill traffic model to project traffic volumes; the same model used for the recently completed Morgan Hill 2035 General Plan update. The model utilizes a current Year 2015 baseline condition. Traffic studies completed in 2012 would have relied on an outdated model that utilized a 2008 baseline condition.

**Comment D-9:** 2.13.2.3 – assumes 2 lane Monterey Road, which it is not...

**Response D-9:** As stated on page 156 of the Draft EIR, the traffic projections used for the traffic analysis conservatively assume Monterey Road through Downtown Morgan Hill is reduced to two lanes, one lane in each direction, which results in higher traffic volumes on Hale Avenue.

**Comment D-10:** Traffic study states the obvious that putting in another road will decrease traffic on adjacent roads. But the 4 lane Monterey Road and 4 lane Butterfield road were justified has a means allow a better traffic flow thru Morgan Hill. Now the traffic studies show that the new Hale

extension will reduce the ADT on the very roads that were justified for implementation to receive more of the traffic on those roads. You can't have it both ways!

**Response D-10:** The intent of the traffic analysis is to identify impacts that could occur as a result of the proposed roadway improvements, not to provide justification for the roadway improvements.

**Comment D-11:** 2.13.1.5 – The traffic intersection states, ‘*The results show that measured against the City of Morgan Hill LOS standards, all of the study intersections currently operate at an acceptable LOS under Existing conditions during both the AM and PM peak hours.*’ More evidence that the Hale Project is not a necessary expenditure for the County as current conditions are acceptable.

**Response D-11:** Please refer to Response D-10.

**Comment D-12:** 2.13.2.6 – There will be limited benefit to Public transit with the completion of Phase I, as the traffic congestion at Dewitt and Edmundson and Sunnyside will be greatly increased. However the Table 2-13-7 shows no significant impact between Phase I and Phase II at these intersections. But the project is being justified to relieve traffic congestion. Therefore the conclusion in the report is unjustified.

**Response D-12:** The traffic analysis does not identify a “significant increase in traffic congestion” at Dewitt and Edmundson and Sunnyside. The Hale extension will result in an increase in traffic volumes through the referenced intersections. However, the traffic analysis shows no impact.

The traffic analysis does not discuss transit services. However, the Hale Extension will provide additional roadway capacity within the City that could reduce delay experienced by buses that utilize Monterey Road.

**Comment D-13:** 2.13-7 – The traffic intersection table shows NO positive LOS effect between the 2 columns but does show negative effect if the project IS completed.

**Response D-13:** The negative effects occur at intersections along the proposed Hale Avenue extension where traffic volumes and delay are expected to increase. The traffic analysis does show that the proposed extension would decrease traffic volumes on parallel roadways. Changes in traffic volumes may not always result in intersection impacts, because the delay calculation is not solely dependent on traffic volume. Signal timing and intersection capacity are also part of the delay calculation.

**Comment D-14:** 2.13.2.8 – Projected traffic volumes – the report says ‘As shown in Table 2.13-8, all the study roadway segments would operate at LOS D or better under Year 2020 and Year 2020 Plus Project conditions. Therefore, the proposed extension of Hale Avenue would NOT result in a significant cumulative roadway segment impact’. Please explain why this project and the associated \$50 to \$100 million dollar expense is worth it.

**Response D-14:** Please refer to Response D-10.

**Comment D-15:** 2.13-8 – The report states ‘As shown in Table 2.13-8, all the study roadway segments would operate at LOS D or better under Year 2020 and Year 2020 Plus Project conditions. Therefore, the proposed extension of Hale Avenue would not result in a significant cumulative roadway segment impact’. In other words, the project is not necessary!

**Response D-15:** Please refer to Response D-10.

**Comment D-16:** 6.5.3 – The EIR states ‘*The Four-lane Monterey Road Alternative assumes Monterey Road through Downtown would remain four-lanes, two lanes in each direction, which results in lower traffic volumes on Hale Avenue and the Santa Teresa Corridor*’. This provides evidence that the Project is really NOT necessary.

**Response D-16:** Please refer to Response D-10.

**Comment D-17:** 6.5.3.2 – How can anyone believe that a 2 or 4 lane Monterey would have no impact on the amount of traffic on Hale extension? It’s laughable as there was a huge difference when Monterey Road 2 lane study was implemented that resulted in increased congestion and traffic delays to anyone bothered to drive down Monterey during this timeframe.

**Response D-17:** The traffic analysis is based on forecasted traffic volumes using the City of Morgan Hill TDF model. The TDF model relies on roadway capacity and travel time. The future roadway network also includes the planned widening of US 101 (HOV lane). The forecasts indicate that adequate capacity will be provided by the future roadway network and the extension would not result in a significant shift of traffic.

The delays experienced while Monterey Road was narrowed to two-lanes through downtown were due to a reduction in travel speed through and delays at intersections due to the loss of capacity. The intent of the Monterey Road narrowing was to provide a more pedestrian/bicycle friendly corridor through downtown. At the time that Monterey Road was narrowed, the Hale Avenue extension was not available as an alternative travel route to avoid the delays through downtown.

**Comment D-18:** What about impacts to property values?

What is the overall costs of the entire Hale extension project? And does the amount of traffic diversion warrant this use of the money and why? Where are the Budget Numbers?

**Response D-18:** The Draft EIR is intended to provide analysis of environmental impacts, and is not an analysis of impacts to property values nor an explanation of project cost or funding sources. Construction and right-of-way acquisition costs for Phase I of the proposed project are estimated at \$13.5 million.

**Comment D-19:** What 2035 Master Plan population increases are projected to increase West of Hale, Dewitt, Sunnyside and southern Santa Teresa, the population that will be served by the extension?

What is the expected population increase for the areas East of US 101 in the general plan from Cochrane to Tennant? Should these resources be focused on the areas of most growth?

**Response D-19:** The traffic analysis is based on forecasted traffic volumes using the City of Morgan Hill TDF model, which accounts for planned growth in Morgan Hill according to the City of Morgan Hill 2035 General Plan, as well as regional growth in adjoining communities. The travel demand model forecasts trips on City roadways that originate in Morgan Hill and travel to destinations within and outside the City, as well as trips originating outside the City and that are destined either for locations within the City or that will pass through the City on the way to locations beyond the City (i.e., cut-through traffic). Therefore, the population that will be served by the Hale Avenue roadway extension includes current and future residents, workers, and customers in Morgan Hill, as well as current and future trips originating from and/or ending outside the City. Most of the anticipated growth areas that were analyzed during the preparation of the City of Morgan Hill 2035 General Plan are located on the west side of 101.

**Comment D-20:** Why is the project being divided into 2 phases considering that Phase II is 10 to 15 years out?

Considering the County and VTA's ability to start and complete transit projects over the last 15 years, Phase II of the project has a great possibility of NOT being completed. We need to see a traffic study that shows impact of congestion if Phase II is NOT started and or completed in this Measure B TAX timeframe?

**Response D-20:** Phase I is being pursued now by the City of Morgan Hill because it is located within the City's jurisdiction, funding is available, and the extension will complete a discontinuous street segment. Phase II is anticipated to take longer due to current lack of funding.

As described in Section 2.13.1.2, *Study Methodology*, the planned future Phase II roadway improvements are not included under Existing Plus Project Conditions and Year 2020 Project Conditions.

**Comment D-21:** In conclusion, the following items need to be reviewed:

The EIR in total needs to be re-evaluated. It is obvious that the only changes to the EIR that was completed years ago is a new date was stamped on the EIR. The project Traffic studies are obsolete as Monterey IS a 4 lane road and the Butterfield extension IS now complete.

The EIR presents facts not in evidence as many items in the report are assumptions. The document fails to present a non-partisan unbiased look at the project. The document is more like a directive that the Hale Ave extension will be implemented regardless of the negative impacts to citizens and Property and the objection of the public.

All Traffic studies need to be re-evaluated as they are now out of date.

There are no negative traffic projections for the Edmundson / Dewitt intersection of the Edmundson / Sunnyside, if Phase I is completed. Is the consensus that the completion of Phase I will necessitate Phase II, because the table does not justify Phase II or Phase I

There are no budget numbers in the EIR. Where can the Budget numbers be found?

It is obvious that the entire EIR was just minimally edited to make it appear to be a new/current EIR when it obviously is not. Population targets in the City's General Plan have been revised downward but this EIR has not been changed given the City's new limits on growth.

Has the Citizens oversight committee been established? If so Who is on the committee and how can we contact them. Are they involved in the EIR?

The County and VTA's track record on previous projects is horrific, as shown:

Here is the actual list of projects promised by Measure A in 2000, and what happened since then:

- Connect BART to Milpitas, San Jose, Santa Clara (project was cut in half and is still not complete)
- Build rail connection from San Jose Airport to BART, Caltrain, light rail (project canceled)
- New vehicles for disabled access, senior safety, clean air buses (completed)
- New light rail throughout Santa Clara County (one corridor changed into a bus lane project; other corridors canceled)
- Expand, electrify Caltrain (project is delayed more than 15 years)
- Increase rail, bus service (2015 service was 13% below 2001 levels)

The County Civil Grand Jury determined in 2004 that "The VTA Board has proceeded with a transit capital improvement plan that cannot accomplish all that was promised in Measure A."

(What was the result of the Grand Jury Finding? Who was held accountable?)

The Measure B ballot initiative to relieve traffic, repair potholes; shall VTA enact a 30-year half-cent sales tax to: (6.5 Billion Dollars)

Repair streets, fix potholes in all 15 cities;

Finish BART extension to downtown San Jose, Santa Clara;

Improve bicycle/pedestrian safety, especially near schools;

Increase Caltrain capacity, easing highway congestion, improving safety at crossings;

Relieve traffic on all 9 expressways, key highway interchanges;

Enhance transit for seniors, students, disabled; Mandating annual audits by independent citizens watchdog committee to ensure accountability.[2]

Please provide a meeting that directly demonstrates why the County and VTA cannot work with in the annual budgets in order to 'fill pot holes', and 'repair streets'. Shouldn't these most basic transportation needs be in existing budgets? I would like to see exactly how and why these basic services can't be provided within the existing budgets. But the County and VTA are now willing to spend 50 to 100 million on this project when they can't even repair pot holes with in their existing budgets. Again explain to us why this project should be considered?

**Response D-21:** This comment summarizes a number of prior comments, which were previously addressed. The comment also provides personal opinions regarding the County of Santa Clara and the VTA, while neither public agency prepared this EIR. For these reasons, no further response is required.

## **E. RESPONSE TO COMMENTS FROM JOHN HOWARD, JANUARY 9, 2017**

**Comment E-1:** My name is John Howard, owner of 310 West Dunne Ave, whose property will be one of the most affected by this project. I have been following this project over the last 10 years and have seen it balloon from \$9 million to \$14 million to god knows how much now. The city has spent hundreds of thousands of dollars on surveys, power point presentations, hired firms ETC over the past half dozen meetings with basically nothing to show for it.

My property is zoned RD2 which allows for a single family home (existing) and a Duplex. I have been unable to build a duplex on my property, obviously, due to the future road. Also I believe they were planning on a round-a-bout intersection, which also requires more land to construct rather than a simple 4 way stop. The road will sever my property as to not allow, in my opinion, enough land to construct the Duplex I had planned on building. And furthermore shrinking my Parcel size will vastly decrease the value of the now oversized lot.

I am neither for nor against this project. With that being said, with the logjam of traffic spewing south bound through Morgan Hill nightly, it is now time to either (a) Build the road, pay me for the property I can't use and its lost land value. Or (b) scrap the project and let us Land owners build on our properties.

**Response E-1:** The property at issue in this comment is on the south side of West Dunne Avenue, immediately east of the planned extension of Hale Avenue. The relationship of the proposed roadway improvements to the property at 310 West Dunne Avenue is depicted in Figure 1.3-1 of the Draft EIR. The comment concerns the implications for the property's future development potential under the R-2 zoning regulations that apply to the site once the necessary right-of-way has been obtained by the City to implement the Hale Avenue extension, including the planned traffic roundabout at the new intersection of Hale Avenue and West Dunne Avenue. The

issue of fair compensation for land needed to implement the project and diminution of value on the remainder of the property, including the property's potential development opportunities under the R-2 zoning, are issues the City will resolve with the property owner in a separate process from the project's environmental review, as the City must with all property owners affected by the roadway project. The comment does not raise any issues related to the Draft EIR analysis of environmental impacts, so no further response is required.

## **F. RESPONSE TO COMMENTS FROM JON Y. HATAKEYAMA, DDS, DECEMBER 22, 2016**

**Comment F-1:** I recently received your notice concerning details of Santa Teresa Expressway Extension. I am particularly interested in the details concerning Phase I of the two phases as this portion of the Expressway will come up before the City Council soon. As I understand it, Phase I concerns the connection of the Hale/ West Main Intersection to the DeWitt/ Spring Avenue intersection via Santa Teresa Expressway Extension. This portion has been under consideration by both the City and the County since 1969. It is believed much of the inaction on this project was largely due to a lack of funding. However, with the recent approval of Santa Clara County Measure B which was designed to mitigate congestion in our 15 Cities within Santa Clara County with explicit notice to improve our 10 Expressways including Almaden, Capital, Central, Foothill, Lawrence, Montague, Page Mill, San Thomas, and our own Santa Teresa/ Hale, we may have largely solved our funding problems for this much needed Phase I Santa Teresa Expressway project.

Also what works in favor of this project, is that land for this proposal has already been set aside. Sound barriers are already in place for much of the residential areas adjacent to this extension. In addition, our planning department already has much in the way of potential sidewalks, median strip landscaping, and other designs for this project.

Many of our citizens as well as those who live in San Martin, Gilroy, and Coyote Valley often need to by-pass Highway 101, due to the congestion in favor of using Butterfield, and Downtown's Monterey Road. However those who travel on the west side, traffic is often backed up on Hale at West Main due to its 3 stop sign intersection, which at times have cars lined up on Hale past Wright Avenue.

Automobiles coming from West Dunne and points south, going north to work, often encounter cars backing out of driveways on Peak Avenue, and DeWitt Avenue. This increased traffic occurs at a time when our children are on their way to school...Saint Catherine's Catholic, Britton Middle, and P.A. Walsh Elementary Schools. Phase I would create a stop light controlled intersection at Hale and West Main, traverse a largely uninhabited area to West Dunne which could have another stop light controlled intersection, avoiding the potential traffic dangers to our children.

Our revitalized Downtown, with its new restaurants, hotels, and shops has been designed to create a pedestrian friendly atmosphere. In allowing through traffic, Phase I Santa Teresa Expressway will be vital for this Downtown concept. According to information gathered by the US Geologic Survey and other sources, there are a number of potentially active earthquake faults in our region. Many do recall the 1979 Coyote Lake Earthquake which had a magnitude of 5.7. I personally recalled the 1984

Morgan Hill Earthquake which measured 6.2 causing over 7 million dollars in damages, and the more recent 1989 Loma Prieta Earthquake which measured 6.9, causing damage throughout the Bay Area. There are several faults which run near Anderson Dam. In fact the Santa Clara Valley Water District had planned at one time to make our County's largest reservoir more structurally strong. As this would have been a monumental expense, almost impossible logistics, and with the impending drought, it was deemed not feasible to drain this lake of its vital water.

However, with the relative frequency of earthquakes, and given this reservoir is composed largely of earth and rock, it is not inconceivable that this structure could succumb to a future earthquake which may cause flooding of highway 101, inhibiting rescue and first aid to Morgan Hill. However, with Phase I and II, and the fact that Santa Teresa Expressway does extend to South San Jose as well as to Gilroy, and is on higher ground, Santa Teresa Expressway could allow Morgan Hill to receive aid in case of natural or manmade disasters otherwise not possible.

It must be noted that I do own property on West Dunne Avenue. I have enjoyed the peace and quiet that this reserved land has given me. We have had deer, coyotes, and other wildlife which my patients have enjoyed right outside our treatment room windows. However, as I have had 4 generations of my family who have lived in Morgan Hill, I see these projects for the betterment of our Community. Those of you who know me, know my long history of involvement with our Community and our Morgan Hill Unified School District public schools. This project is one of the best to come along for Morgan Hill in a long time.

I hope you will take note of the salient points I have brought up in this letter in support of this vitally needed project. I would like to be on a mailing list notifying any progress or action on especially Phase I of Santa Teresa Expressway Extension and notified when it comes before the Morgan Hill City Council next year.

**Response F-1:** This comment provides detailed personal observations and insights about current conditions in the area surrounding the Phase I extension, and notes a number of project benefits once the missing segment of Hale Avenue is constructed and available for use. As the comment does not dispute or seek clarification regarding the EIR's description of the environmental setting, project impacts, and proposed mitigation measures, no further response is required. The commenter's request to be included in notification of future City actions to implement the project is acknowledged.

## **G. RESPONSE TO COMMENTS FROM LOYA JACKSON, JANUARY 18, 2017**

**Comment G-1:** I am responding to the environmental impact report titled Hale avenue extension and Santa Teresa corridor widening and realignment. My comments are in regard to Phase two of the project. My property is located within phase 2 project, 16385 DeWitt Ave and bordering the current s curve project.

When my husband and I move to MH in 1984, it was a sleepy, farm community with a population around 16 thousand. We purchased a run-down old farm with an old home build on boulders from

the 1800s. It was a project everyone discouraged us to take on, but being 29 and full of dreams, we jumped in. Our story here is long with many memories, some awesome, and some more horrific than truth. We raised five children and built a life, a home, a family here. In 1999, my husband was killed. Nevertheless, our life continued here with weddings, celebrations, children, and grandchildren. As time passed, so did progress.

Here we are in 2017 and it is my understanding that Santa Theresa is scheduled to impact my property, and, according to David Gittleson, Assistant Engineer, by a degree of 13 feet. My property spans over 300 feet of road frontage. Being affected by this 13 feet, along the 300 plus feet of frontage road, will be many beautiful old trees of both oak, almond and pepper. Also, the 13 feet will put the already close road, even closer to my home and will impact my property by putting loud noise, traffic, pollution, both garbage and vapors, along with safety concerns. Being so close to the road, and with the high speeds people tend to use on this two mile straight-away, a car could easily flip and definitely impact my home, grandchildren or animals. Now that the curve is being taken out, it will become even easier to use higher speeds through this backdoor corridor ...

**Response G-1:** This comment concerns property on the west side of DeWitt Avenue that is located south of the Origilia Avenue intersection and would front onto what will be Phase II of the planned improvements to Hale Avenue. The relationship of this property to the planned roadway improvements is shown conceptually in Figure 1.3-2 of the Draft EIR. The plans for Phase II are conceptual in nature. The Phase II plans are not as fully detailed as the Phase I plans. Phase II is evaluated in the Draft EIR at a program-level, as opposed to the project-level review completed for Phase I.

The City (or potentially the County, if County acts as the future CEQA lead agency for Phase II project-level environmental review) will fully investigate and evaluate the issues raised in the comment letter at the time of future project-level environmental review, which would be completed prior to approving improvements under Phase II. The Draft EIR discusses the future Phase II improvements' potential to result in impacts related to air quality, noise, traffic safety, based on currently available project information. As noted in Response A-1, the County has already decided to undertake improvements to this section of DeWitt Avenue to address the current "S-Curve" alignment, construction is expected in 2017.

**Comment G-2:** As a possible solution, I see vacant land across the street that would be far better suited for a road than my front yard. This land sits away from homes and children and would not have an impact on any human life. My idea is to see if the road could lean more to the other side and take less from my side. I'm not an engineer but I have spoken to people who think it could be done, god willing. Many people say, phase two will be way down the road and not to worry about it, but, I think I have learned that planning is everything. I am 63 years old, and in twenty years I will be 83 and still hope to live comfortably in my home, god willing. My hope and my comment would be that there be discussion on the road being manipulated to reflect more, the other side adjacent to my property, as it is vacant land free from hurting anybody. Needless to say, after 34 years of living here and hoping, someday, to reach the other side from here, I worry because of how close I already am to the road, and how this widening will impact our family, future, safety, and quality of life.

**Response G-2:** The suggestion in this comment to move the Official Plan Line east, across Dewitt Avenue, will create an undesirable bend in the roadway geometry. Compared to the previously planned four-lane configuration, the proposed two-lane configuration may allow for adjusting the future roadway alignment within the proposed Official Plan Line. The possibility of adjusting the planned future roadway alignment to reduce the amount of property taken along the west side of DeWitt Avenue will be considered at the time detailed plans are prepared for this segment and prior to project-level environmental review.

## **H. RESPONSE TO COMMENTS FROM MARK SHELLHEIM, FEBRUARY 04, 2017**

**Comment H-1:** My comments on the Draft EIR prepared for the Hale Avenue extension (SCH # 2016052076) are provided below. After considering the draft document, I urge city staff to expand the scope of the traffic analysis to include an assessment of the potential impacts on the section of Hale Avenue traversing the southerly part of the Coyote Valley. Specifically, the project's anticipated increase in southbound traffic volumes during p.m. peak hours on the Hale/Tilton Avenue intersection and the consequences to its level of service.

**Response H-1:** While not reported in the traffic study, the model used to forecast traffic volumes in the study area extends north of Tilton Avenue. The current volume on Hale Avenue is 430 PM peak hour southbound trips near Tilton Avenue. Volumes on Hale Avenue will increase over time as planned development occurs in Morgan Hill and nearby communities, independent of the City's decision to extend Hale Avenue. Southbound PM peak hour trip volumes on Hale Avenue are projected to increase to 870 vehicles by 2035 without the project (i.e., Hale Avenue remains in current condition) and to 877 trips by 2035 with the project (i.e., extension of Hale Avenue), meaning the Hale Avenue extension is forecast to increase future volumes by seven vehicles in the southbound PM peak hour. This small change attributable to the planned extension of Hale Avenue would not result in a potential impact to the Hale Avenue and Tilton Avenue intersection. Hale Avenue is projected to operate at LOS D under 2035 with project conditions, which is considered acceptable according to Morgan Hill's level of service policy.

**Comment H-2:** As those familiar with the highway system in this area are aware, the project will result in elevating the importance of Hale Avenue as a north/south corridor linking south San Jose with the southern reaches of Santa Clara County and beyond. Arguably, there is the likelihood that Hale Avenue will rival Monterey Road as the area's principal north/south corridor (excluding US 101 of course), given that it lacks many of downtown Morgan Hill's traffic-calming devices. These changes in the end will surely attract regional traffic, resulting in an uptick in volumes for the southerly portion of Coyote Valley.

**Response H-2:** The model-forecasted 2035 PM peak hour volume on southbound Hale Avenue is 870 vehicles near Tilton Avenue, without the project (i.e., Hale Avenue remains in current condition). The existing count is 430 vehicles. Therefore, it can be concluded that Hale Avenue is expected to play a larger role in serving

traffic between south San Jose and Morgan Hill without the proposed Hale Avenue extension. As noted above in Response H-1, the expected traffic increase on this segment of Hale Avenue southbound due to the project is seven vehicles, while volumes will more than double by 2035 regardless of the proposed Hale Avenue roadway extension project. This increase is due to planned growth in Morgan Hill and elsewhere in the South County.

The corresponding volumes on Monterey Road in the vicinity are 1,230 (existing) and 1,930 (2035) southbound during the PM peak hour, without the project (i.e., Hale Avenue remaining in current condition). With the proposed extension of Hale Avenue, the volume on Monterey Road near Tilton Avenue is not projected to change, while the section of Monterey Road near Downtown Morgan Hill is forecast to drop slightly compared to a scenario where the proposed Hale Avenue extension is not completed. Therefore, it can be concluded that Hale Avenue would experience an increase in traffic volumes, but Monterey Road would still be the dominant principal north/south corridor linking south San Jose and Gilroy (excluding US 101), with volumes more than twice carried by Hale Avenue.

**Comment H-3:** I live proximate to the Hale/Tilton Avenue intersection and have noticed that southbound traffic volumes on Hale have increased steadily during p.m. peak hours in the last few years. I imagine the increase can be attributed to the cumulative effects of residential development in Morgan Hill and points south. An accompanying consequence of the increased traffic volumes along this stretch of highway is the worsening operating condition of the Hale/Tilton intersection. During pm peak hours, southbound traffic at this stop-signed controlled intersection queues past Live Oak Avenue; this distance is slightly more than ¼ of a mile. And because of the queue it's nearly impossible for vehicles to turn southbound onto Hale lane from Live Oak.

**Response H-3:** As noted in Response H-1, the expected volume increase due to the extension of Hale Avenue is minimal in the area north of Tilton Avenue. Therefore, the queue length is not expected to increase as a result of the project. Irrespective of the proposed project, however, queuing may increase as traffic volumes are expected to double by the year 2035 due to planned growth. It should be noted the Hale Avenue/Tilton Avenue intersection is all-way stop controlled, which is a type of control that can lead to queuing. If this intersection started to create queuing problems in the future, the City could conduct a signal warrant study, and if warranted, the intersection could be signalized, which would eliminate the problem.

**Comment H-4:** Increased tail pipe emissions is another consequence of the intersection's decreasing level of service, as queuing vehicles inch south towards it during peak hours. It's important to note that a number of residences front on the section of Hale upstream from the intersection and are subject to the adverse health impacts of vehicles spewing pollutants. Please note that this impact was nonexistent a few years ago.

**Response H-4:** This comment notes that a number residences are located along Hale Avenue north of the planned roadway extension, and those residences will be

exposed to air pollution from vehicle exhaust as traffic increases. The Morgan Hill 2035 General Plan EIR identified ten high volumes roadways (i.e. more than 10,000 vehicles per day) including the segment of Hale Ave in question and disclosed that increasing traffic volumes would lead to increased vehicle emissions and health risks for existing residents. However, the 2035 General Plan EIR concluded the health risks would not be significant (i.e., in excess of BAAQMD standards) after mitigation measures were implemented. As noted above in Response H-1, the expected traffic increase on this segment of Hale Avenue due to the project is minimal, while volumes will slightly more than double by 2035 regardless of the Hale Avenue roadway extension project due to planned growth in Morgan Hill and elsewhere in the South County.

**Comment H-5:** In closing, I encourage city staff to enlarge the scope of the traffic analysis to include the areas identified for the above reasons.

**Response H-5:** As noted above, the traffic study completed for the project utilized the City of Morgan Hill travel demand forecasting model, which includes the requested information about current and forecast volumes (with and without planned extension of Hale Avenue) on the section of Hale Avenue near Tilton Avenue, as well as information about current and forecast volumes on Monterey Road.

## SECTION 4.0 REVISIONS TO THE DRAFT EIR

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This section contains revisions to the *Draft Environmental Impact Report, Hale Avenue Extension and Santa Teresa Corridor Widening and Realignment*, dated December 2016. Revised or new language is underlined. All deletions are shown with a ~~line through the text~~.

### Revisions to the Draft EIR Text

Page xii: Summary of Significant Impacts and Mitigation Measures, **Add** the following noise impact and mitigation measure:

<p><b><u>Impact NOI-3: Operation of the planned future widening and realignment of the Santa Teresa Corridor in combination with planned future development in the project area could substantially increase noise levels at adjacent receptors.</u></b></p> <p><b><u>(Significant Cumulative Impact)</u></b></p>	<p><b><u>MM NOI – 3: An environmental noise assessment would be completed at the time of future project-level environmental review prior to commitment to implement a specific Phase II alignment to identify potential noise and vibration impacts during construction and operation of the Phase II roadway improvements. If noise levels at adjacent receptors during operation are projected to substantially increase, then feasible mitigation measures (e.g., sound walls) would be identified to reduce traffic noise to a less than significant level.</u></b></p> <p><b><u>(Less Than Significant Cumulative Impact with Mitigation Incorporated)</u></b></p>
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Page 11: Section 1.3.1, Phase I: Main Avenue to DeWitt/Spring Intersection, **Revise** the text as shown below:

Hale Avenue currently terminates at West Main Avenue in the City of Morgan Hill. Phase I of the project proposes to extend Hale Avenue from West Main Avenue to the DeWitt/Spring Avenue intersection, as shown on ~~Figure 1.1-2~~ Figure 1.2-2. This new segment of roadway would be approximately 4,500 feet (0.85 miles) in length.

Page 11: Section 1.3.1.3, Structures to be Removed or Relocated, **Revise** text as shown below:

Two permanent structures are located within the right-of-way of the proposed Hale Avenue extension and, as a result, would be removed or relocated during construction of the proposed project. Both structures are located at the northern end of the proposed alignment near West Main Avenue. These structures include a small concrete block structure on the adjacent PG&E property and the residence located at

230 Warren Avenue. In addition to the permanent structures, a small shed located at 310 West Dunne Avenue would also need to be removed or relocated during construction of the proposed project. The structures to be removed or relocated are shown on ~~Figure 1.1-4~~ Figure 1.3-1.

Page 12: Section 1.3.2, Phase II: Sunnyside Avenue to DeWitt Avenue, **Revise** text as shown below:

### **1.3.2            Phase II: Sunnyside Avenue to DeWitt Avenue**

Phase II is the widening and realignment of the Santa Teresa Corridor from the Dewitt/Spring Avenue intersection to Watsonville Road, which is approximately two miles in length. Consistent with the proposed roadway improvements under Phase I, the planned roadway within this approximately two-mile segment of the Santa Teresa Corridor would be widened, and a multi-modal, two-lane road with a landscaped center median, six-foot bike lanes and a pedestrian/bike path would be constructed within a 96-foot right-of-way. In addition, the section between the southern end of Dewitt Avenue and the northern end of Sunnyside Avenue would be realigned to create one continuous roadway (refer to ~~Figure 1.1-3~~ Figure 1.2-3). Because construction of Phase II is not anticipated to begin for another 10 to 15 years, many project specific details (e.g., utility, drainage, landscaping, and construction) are not yet available.

Page 12: Section 1.3.2, Phase II: Sunnyside Avenue to DeWitt Avenue, **Add** following text:

#### **1.3.2.1        County of Santa Clara - Dewitt Avenue S-Curve Realignment**

The County of Santa Clara is in the process of constructing the Dewitt Avenue s-curve realignment between Spring Avenue and Origilia Lane (refer to Figure 1.3-3). The realignment will result in a roadway that is straighter, flatter, and wider, which will improve line of sight and traffic safety for drivers, bicyclist and residents using Dewitt Avenue. The County completed acquiring the necessary right-of-way from five property owners to complete the project. The realignment will require utility (electricity, phone, and water main) relocation, some prior to and some during the realignment construction. The project will take approximately seven months to complete, weather permitting. Notice to proceed was issued January 13, 2017, with a project start date on April 17, 2017 due to wet winter conditions.

The County project is consistent with planned future Phase II roadway improvements described and evaluated in this EIR. The County will be making improvements within a 64-foot right-of-way, while the ultimate right-of-way assumed for the planned future Phase II roadway improvements would be 96 feet. As part of the Phase II project, additional improvements beyond the County's current project would be completed along this segment of DeWitt Avenue. These additional Phase II

improvements include widening DeWitt to provide a center median and sidewalks on each side of the road.

Page 12: Section 1.3.2.1, County of Santa Clara - Dewitt Avenue S-Curve Realignment, **Add** Figure 1.3-3, which is shown at the end of this section.

Page 57: Section 2.3.3, Cumulative Biological Resource Impacts, **Add** the text shown below:

As with the proposed project, including both Phase I and Phase II, the cumulative projects analyzed in this Draft EIR may affect sensitive habitats, special-status species, migratory birds, and/or other native species, many of which are protected by state or federal law. As with the proposed project, the cumulative projects could also result in impacts to trees. As discussed above, the potential for the proposed project to result in impacts to biological resources would be reduced to a less than significant level with the implementation of mitigation measures and standard measures in conformance with the Habitat Plan and the City of Morgan Hill Burrowing Owl Habitat Mitigation Plan. The Habitat Plan was designed to reduce the biological resource impacts, including the cumulative biological resource impacts, from planned development within the Habitat Plan study area. As with the proposed project, the cumulative projects analyzed in this Draft EIR would also be required to adhere to the requirements of state and federal law, the Habitat Plan, the City of Morgan Hill Burrowing Owl Habitat Mitigation Plan, and the City's Tree Removal Ordinance and tree protections measures, as applicable. For these reasons, the cumulative projects, including the proposed project, would not result in significant cumulative impacts to biological resources. **(Less Than Significant Cumulative Impact)**

Page 116: Section 2.9.2.6, Other Hydrology and Water Quality Impacts, **Revise** the text as shown below:

#### **2.9.2.6            *Other Hydrology and Water Quality Impacts***

##### **Waste Discharge**

The proposed project, including both Phase I and Phase II, would comply with the City's NPDES Small MS4s General Permit and the NPDES General Construction Permit. No additional waste discharge requirements (WDRs) are applicable to the proposed project. Additional permits from the Central Coast Regional Water Quality Control Board are not required. For these reasons, the proposed project would not generate wastewater or otherwise result in water quality impacts due to violating waste discharge requirements. (No Impact)

Page 116: Section 2.9.2.6, Other Hydrology and Water Quality Impacts, **Add** the following text:

### **Dam Failure, Mudflows, Seiches, and Tsunamis**

The proposed project, including Phase I and Phase II, is a roadway project. The project does not propose the construction of structures and, therefore, would not expose people or structures to inundation as a result of dam failure, seiche, tsunami, or mudflow. **(No Impact)**

Page 138: Section 2.11.3.1, Phase I (Main Avenue to DeWitt/Spring Avenue), **Revise** the text as shown below:

As described above under project conditions, upon completion of the Phase I roadway improvements (i.e., Hale Avenue extension) and with the proposed sound walls in place, traffic volumes along the proposed Hale Avenue extension would not substantially increase noise levels in the project area and, therefore, would not result in a significant noise impact. Impact NOI-2. Impact NOI-2 As stated above, the project conditions noise analysis is based on Year 2035 General Plan Plus Project traffic volumes, which includes the traffic from all planned future development and planned future roadway improvements, including the planned future Phase II roadway improvements. Therefore, the project conditions noise analysis is also the cumulative conditions noise analysis, and the proposed extension of Hale Avenue Impact NOI-2, which would be reduced to less than significant with implementation of mitigation measure MM NOI-2, is also the noise impact that would occur under cumulative conditions. For these reasons, the proposed extension of Hale Avenue, with implementation of mitigation measure MM NOI-2, would not result in a significant cumulative noise impact. **(Less Than Significant Cumulative Impact with Mitigation Incorporated)**

Page 139: Section 2.11.3.2, Phase II (DeWitt Avenue to Watsonville Road), **Revise** the text as shown below:

**Impact NOI-43:** Operation of the planned future widening and realignment of the Santa Teresa Corridor in combination with planned future development in the project area could substantially increase noise levels at adjacent receptors. **(Significant Cumulative Impact)**

The following measure, as identified in Impact NOI-32, would be implemented to reduce noise levels at receptors along the planned future Phase II roadway improvements to a less than significant level:

Page 179      Section 6.1, Significant Impacts of the Project, **Revise** the text as shown below

**Impact NOI-2:** ~~Vehicles travelling on the proposed extension of Hale Avenue (Phase I) would substantially increase noise levels in the project area. Operation of the planned future widening and realignment of the Santa Teresa Corridor (Phase II) could substantially increase noise levels at adjacent receptors.~~  
**(Significant Impact)**

**Impact NOI-3:** Operation of the planned future widening and realignment of the Santa Teresa Corridor (Phase II) could substantially increase noise levels at adjacent receptors. **(Significant Cumulative Impact)**

**Impact TRAN-1:** Under Existing Plus Project conditions, the proposed extension of Hale Avenue (Phase I) would cause the intersection of Hale Avenue and Wright Avenue to operate at an unacceptable LOS E during the PM peak hour. **(Significant Impact)**

**Impact TRAN-2:** ~~Under Year 2020 Plus Project conditions, the proposed extension of Hale Avenue (Phase I) would cause the intersection of Hale Avenue and Wright Avenue to operate at an unacceptable LOS F during the PM peak hour.~~  
**(Significant Cumulative Impact)**

**Impact TRAN-3:** ~~Under Year 2035 Plus Project conditions, the proposed project, including both Phase I and Phase II, would exacerbate unacceptable operations at the intersection of Hale Avenue and Wright Avenue.~~ **(Significant Cumulative Impact)**

#### Revisions to the Draft EIR Appendices

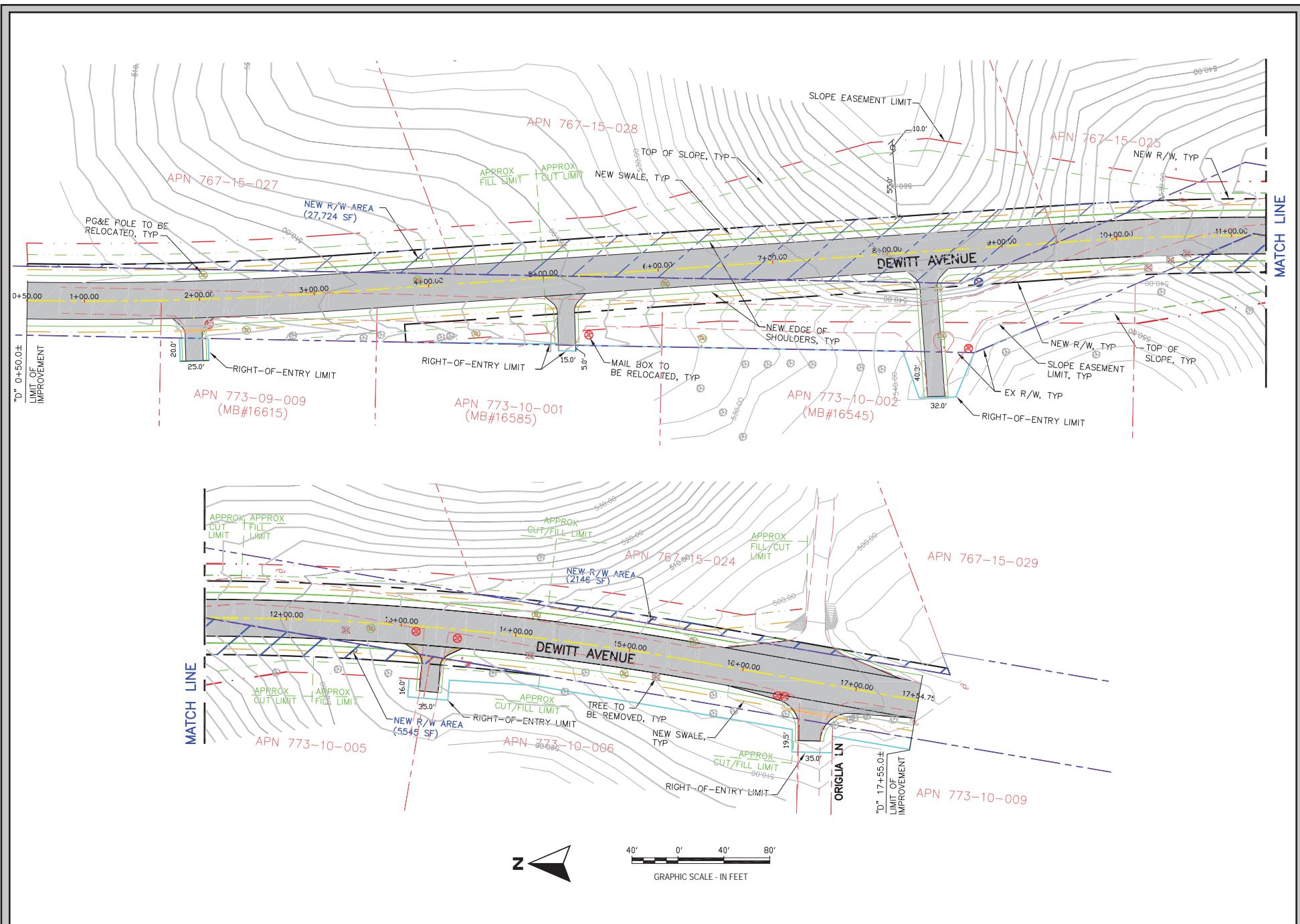
#### Appendix F - Hale Avenue Extension Hydrology and Water Quality Report

Page 3:      **Revise** the text as shown below:

#### **Hydrology and Water Quality Issues Not Discussed Further**

The following environmental impacts have been determined to be ***less than significant*** and are not analyzed further for the reasons given:

- Violate Waste Discharge Requirements: ~~The wastewater from the project site is planned to be delivered via piped sanitary sewer lines to the sanitary sewer treatment plant. The proposed project would comply with the City's NPDES Small MS4s General Permit and all applicable WDRs. There are no additional WDRs that are applicable to the project. Additional permits from the Central Coast Regional Water Quality Control Board are not required.~~



COUNTY OF SANTA CLARA - DEWITT AVENUE S-CURVE REALIGNMENT

FIGURE 1.3-3

## **SECTION 5.0 COPIES OF THE COMMENT LETTERS RECEIVED ON THE DRAFT EIR**

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The original comment letters received on the Draft EIR are provided on the following pages.

# County of Santa Clara

Roads and Airports Department



101 Skypoint Drive  
San Jose, California 95110-1302  
1-408-573-2400

February 6, 2017

John W. Baty  
Principal Planner (Interim)  
17575 Peak Avenue  
Morgan Hill, CA 95037

**SUBJECT: Notice of Availability of Draft Environmental Impact Report  
Hale Avenue Extension and Santa Teresa Corridor Widening and  
Realignment**

Dear Mr. Baty:

The County of Santa Clara Roads and Airports Department appreciates the opportunity to review notice of availability (NOA) of draft environmental impact report (DEIR) for the project cited above and is submitting the following comment(s):

- Phase 2 of the project as described in the DEIR includes Dewitt Avenue “s-curve” realignment between Spring Avenue and Origilia Lane. It should be noted that this County project is currently under construction and will be completed this year. Please update text and figures in the DEIR to reflect County’s project. Additional information about the project can be found at link provided here:  
<https://www.sccgov.org/sites/rda/projects/dewitt/Pages/home.aspx>

If you have any questions about these comments, please contact me at 408-573-2462 or at [aruna.bodduna@rda.sccgov.org](mailto:aruna.bodduna@rda.sccgov.org).

Sincerely,

Aruna Bodduna  
Associate Transportation Planner

cc: DSC, MA



February 6, 2017

City of Morgan Hill  
Community Development Department  
17555 Peak Avenue  
Morgan Hill, CA 95037-4128

Attention: Jenna Luna

Subject: Hale Avenue Extension and Santa Teresa Corridor Widening and Realignment

Dear Ms. Luna:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR for the Hale Avenue Extension and Santa Teresa Corridor Widening and Realignment Project. We have the following comments.

Roadway Connectivity

VTA supports this proposed improvement to roadway connectivity, which will provide additional travel options and help relieve congestion on parallel north/south corridors such as Monterey Highway, Butterfield Boulevard and US 101.

Vehicle-Miles-Traveled and Vehicle-Hours-Traveled Analysis

VTA commends the City for including an analysis of Vehicle-Miles-Traveled (VMT) and Vehicle-Hours-Traveled (VHT) in the Draft EIR. Including these analyses provides a more complete picture of the benefits and effects of the proposed project than the use of localized Level of Service measures alone.

Pedestrian and Bicycle Accommodations

The construction of a new, continuous corridor along the west side of Morgan Hill, connecting to points north and south, represents a once-in-a-lifetime opportunity to design a truly multi-modal corridor. The Draft DEIR notes that the proposed project will be designed as a multi-modal arterial in keeping with the “complete streets” approach to roadway planning (Section 1.1, page 5) per the City of Morgan Hill’s 2010 Circulation Element of the City’s 2035 General Plan. These complete street elements are further defined in associated Appendix H – Traffic Operations Analysis as 5-foot bike lanes plus a separated multi-use path on the east side of on Hale Avenue between Main Street and Spring Avenue. Future improvements to Dewitt Avenue during Phase II will also include bike lanes between Edmundson Avenue and Watsonville Road on Sunnyside Avenue. VTA supports the inclusion of these proposed multi-modal project features. VTA notes that the Santa Teresa/Hale corridor roughly follows existing Cross-County Bicycle Corridors in the 2008 Santa Clara Countywide Bicycle Plan, and VTA staff is

recommending the inclusion of the Santa Teresa/Hale corridor in the new Countywide Bicycle Plan currently under development.

The design of the proposed roadway corridor and intersections should ensure a continuous, safe, comfortable and convenient route for bicyclists and pedestrians along the corridor. The DEIR text and Traffic Operations Analysis do not discuss how the proposed multi-use path on the east side of Hale Avenue will interact with existing and proposed intersections. VTA requests further clarification in the EIR, and requests early consultation during the design phase, regarding the bicycle/pedestrian facilities along the proposed roadway, including the multi-use path. In particular, VTA encourages the City to adopt best practices for design of multi-use paths at intersections, including consideration of bicycle/pedestrian protected intersections, roundabouts, and separate bicycle signals. The design of the new intersections should take into account any existing bicycle facilities along the cross-streets, such as along Dunne Avenue. VTA also encourages the City to include pedestrian and bicycle connections from any cul-de-sacs along the new corridor to Santa Teresa/Hale, to reduce trip lengths for pedestrians and bicyclists.

It is unclear from the DEIR if the referenced roadways will include sidewalks on the west side. VTA encourages the City to include sidewalks on both sides in addition to the proposed multi-use path, and recommends that the design include wide sidewalks and a buffer strip between pedestrians and automobiles with landscaping elements such as closely planted trees, shrubs, or light posts. Resources on pedestrian quality of service, such as the Highway Capacity Manual (HCM) 2010 Pedestrian Level of Service methodology, indicate that such accommodations improve pedestrian perceptions of comfort and safety on a roadway.

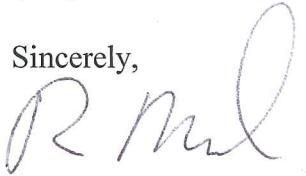
#### Corridor Operations and Consistency with Relevant Plans

As noted in the DEIR, part of the corridor is in the City of Morgan Hill and part is within unincorporated Santa Clara County (page 5). However, it is unclear to VTA who would own, operate and maintain the roadway corridor once the project is constructed, including traffic signals along the corridor. VTA notes that Santa Clara County has submitted and identified a project with a similar description as part of VTA's Measure B project list, certified by the VTA Board on October 1, 2015. The project is listed as Santa Teresa-Hale Corridor Widening. VTA requests clarification from the City on the relationship between these projects as well as the planned ownership, operations and maintenance of the corridor.

City of Morgan Hill  
February 6, 2017  
Page 3

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

A handwritten signature in black ink, appearing to read "R Molseed".

Roy Molseed  
Senior Environmental Planner

cc: Patricia Maurice, Caltrans  
Brian Ashurst, Caltrans

MH1607

## **VTA Development Review Program Contact List**

*Last Updated: 9/13/2016*

Please route development referrals to:

### **Environmental (CEQA) Documents, Site Plans, other miscellaneous referrals**

Roy Molseed – [Roy.Molseed@vta.org](mailto:Roy.Molseed@vta.org) – 408.321.5784

### **Transportation Impact Analysis (TIA) Reports and Notification Forms:**

Robert Swierk – [Robert.Swierk@vta.org](mailto:Robert.Swierk@vta.org) – 408.321.5792

Eugene Maeda – [Eugene.Maeda@vta.org](mailto:Eugene.Maeda@vta.org) – 408.952.4298

Electronic/email referrals are preferred, but please mail any hardcopy documents to:

[Name of recipient(s) as detailed above, depending on type of document]

Planning & Program Development Division

3331 North First Street, Building B-2

San Jose, CA 95134-1906

---

Contacts for specific questions related to VTA comments on a referral are below by topic area:

### **Transportation Impact Analysis (TIA) Guidelines (General Questions)**

Robert Swierk – [Robert.Swierk@vta.org](mailto:Robert.Swierk@vta.org) – 408.321.5949

### **Auto LOS Methodology**

### **VTA Highway Projects & Freeway Ramp Metering**

Shanthi Chatradhi – [Shanthi.Chatradhi@vta.org](mailto:Shanthi.Chatradhi@vta.org) – 408.952.4224

### **VTA Transit Service, Ridership & Bus Stops**

Rodrigo Carrasco – [Rodrigo.Carrasco@vta.org](mailto:Rodrigo.Carrasco@vta.org) – 408.952.4106

Nicholas Stewart – [Nicholas.Stewart@vta.org](mailto:Nicholas.Stewart@vta.org) – 408.321.5939

Paul Nguyen – [Paul.Nguyen@vta.org](mailto:Paul.Nguyen@vta.org) – 408.321.5793

### **TDM Programs**

### **Congestion Management Program (CMP)**

**VTA Eco Pass Program Questions Before Project Approval** (e.g. when writing Conditions of Approval)

Robert Swierk – [Robert.Swierk@vta.org](mailto:Robert.Swierk@vta.org) – 408.321.5792

**VTA Eco Pass Program Questions After Project Approval** (e.g. Program Implementation)

Dino Guevarra – [Dino.Guevarra@vta.org](mailto:Dino.Guevarra@vta.org) – 408.321.5572

### **BART Silicon Valley Extension**

Kevin Kurimoto – [Kevin.Kurimoto@vta.org](mailto:Kevin.Kurimoto@vta.org) – 408.942.6126

### **VTA Bicycle & Pedestrian Projects**

Lauren Ledbetter – [Lauren.Ledbetter@vta.org](mailto:Lauren.Ledbetter@vta.org) – 408.321.5716

**VTA Real Estate**

Kathy Bradley – [Kathy.Bradley2@vta.org](mailto:Kathy.Bradley2@vta.org) – 408.321.5815

Jessie Thielen – [Jessie.Thielen@vta.org](mailto:Jessie.Thielen@vta.org) – 408-321-5950

**VTA Permits (Construction Access Permit, Restricted Access Permit)**

Victoria King-Dethlefs – [Victoria.King-Dethlefs@vta.org](mailto:Victoria.King-Dethlefs@vta.org) – 408-321-5824

Cheryl D. Gonzales – [Cheryl.gonzales@vta.org](mailto:Cheryl.gonzales@vta.org) – 408-546-7608

**Other Topics and General Questions about VTA Comments**

Roy Molseed – [Roy.Molseed@vta.org](mailto:Roy.Molseed@vta.org) – 408.321.5784



February 6, 2017

Mr. John W. Baty  
Principal Planner (Interim)  
17575 Peak Avenue  
Morgan Hill, CA 95037

Subject: Hale Avenue Extension and Santa Teresa Corridor Widening and Realignment

Dear Mr. Baty:

The Santa Clara Valley Water District (District) has reviewed the Draft Environmental Impact Report (DEIR) for the subject project, received on December 20, 2017. The District has the following comments:

Section 2.9.2.4 Drainage Pattern Impacts, Impact HYD-1

Impact HYD-1 states that "During large storm events, the runoff generated by the proposed extension of Hale Avenue (Phase I) could exacerbate flooding downstream of the Hale Avenue extension." This impact is based on the Appendix F hydrology and water quality analysis for Phase I. Appendix F does not include a discussion on the existing capacity of downstream creeks to determine which storm events should be analyzed for mitigation and avoid exacerbating existing flooding conditions on West Little Llagas Creek, Llagas Creek or their tributaries. Additionally, Appendix F has a table analyzing the existing 5-year, 10-year and 100-year peak flows from the project site, but there is no analysis of the project condition peak flows from the project site which need to be mitigated for by the proposed detention or retention basins.

Mitigations MM HYD-1.1 and MM HYD-1.2 state that the post project runoff will not exceed pre-project flow rates for the two-year, 24-hour storm and the basins will either be detention basins designed to store the 25-year, 24-hour storm with 25 percent freeboard capacity or retention basins designed to contain the 100-year storm event. The District recommends the basins be designed to mitigate post-project runoff (volume and peak flows) for a range of storm events from the 2 year up to a 100-year event to pre-project conditions (volume and peak flows) since West Little Llagas Creek floods frequently.

Section 2.9.2.6 Other Hydrology and Water Quality Impacts, Waste Discharge

This discussion states that "The proposed project, including both Phase I and Phase II, would not generate wastewater or otherwise result in waste discharge impacts." Appendix F (bottom of page 3) also addresses this issue by generally stating that the project will not violate waste discharge requirements because wastewater from the project site is planned to be delivered via piped sanitary sewer lines to the sanitary sewer treatment plant. However, the District believes the Thresholds of Significance for determining whether the project would "violate any water quality standards or waste discharge requirements" is referring to the waste discharge requirements regulated by the Central Coast Regional Water Quality Control Board, not sewage discharge requirements. The District recommends this discussion be revised to discuss the



Mr. John W. Baty  
Page 2  
February 6, 2017

applicability or inapplicability of waste discharge requirements required by the Central Coast Regional Water Quality Control Board.

Section 2.9.2.3 Groundwater Impacts

The project will add at least 6.2 acres of impervious surface in currently undeveloped land. A portion of this impervious area is located within the recharge area of the Llagas groundwater sub-basin. This will reduce groundwater recharge potential and the roadway could produce pollutants and chemicals that will be carried by runoff into Llagas Creek and its tributaries. These impacts will be partially offset by the provision of bioswales and retention/detention basins as required under the City's NPDES Small MS4s General Permit. As noted in the EIR, these stormwater features reduce water quality impacts and the basins have the potential to provide some groundwater recharge. However, infiltration devices have the potential to degrade groundwater quality and the document does not address the potential of pollutants from the roadway doing so. The stormwater features should be designed to avoid impacts to groundwater quality while minimizing the loss of groundwater infiltration.

The District appreciates the opportunity to review and comment on the DEIR. If you have any questions, please contact me at (408) 630-2319 or at [yarroyo@valleywater.org](mailto:yarroyo@valleywater.org).

Sincerely,



Yvonne Arroyo  
Associate Engineer  
Community Projects Review Unit

cc: U. Chatwani, Y. Arroyo, S. Ferranti, S. Ventura-Julian, T. Hemmeter, File

- Who set the project objectives and when were they set?
- Open graded pavement alternative 'could 'reduce noise. How is that measured and determined Does the methodology take in to consideration wind direction? The Springhill neighborhood already hears sounds from St Catherines and traffic noise on West Dunne
- Four Lane Monterey Road Alternative – when was the study done? Was there traffic studies done on Main and Dewitt when Monterey Road was a 2 lane road? What was the difference?
- Know Public Controversy and Local Group – There are no dates when prior meetings were held, when the comment period was open. When was the public meeting held? There were many public concerns about the proposed project during the meeting in the past and all were local groups providing input. But the city mentions the 1 letter of approval. Typical government B.S.
- 'Notice of Preparation and Scoping". I never received anything from the City about this on the dates. The Notice was sent to government agencies not the public that will be impacted.
- Site Plans are out of date and do not adequately show impacts to property or specify grading elevations
- Substantial light or glare. The paragraph starts by saying the project would introduce street lights and increased vehicle headlights and then say that there would be not increase in lighting with in the project area.
- 2.1.4 Conclusion is false in every way as are the explanations. Increased street lighting, increased vehicle headlights due to installation of street light and increased vehicle traffic.
- What happens if noise from increased traffic exceeds expectations?
- What about impacts to property values?
- 2.13.1.2 – where can the 2012 traffic studies be obtained? What is the difference between the old traffic study prior to the Butterfield extension being completed and the current 2016 traffic study? I would like to see the comparison between the 2 traffic studies side by side.
- 2.13.2.3 – assumes 2 lane Monterey Road, which it is not...
- Traffic study states the obvious that putting in another road will decrease traffic on adjacent roads. But the 4 lane Monterey Road and 4 lane Butterfield road were justified has a means allow a better traffic flow thru Morgan Hill. Now the traffic studies show that the new Hale extension will reduce the ADT on the very roads that were justified for implementation to receive more of the traffic on those roads. You can't have it both ways!
- What is the overall costs of the entire Hale extension project? And does the amount of traffic diversion warrant this use of the money and why? Where are the Budget Numbers?
- What 2035 Master Plan population increases are projected to increase West of Hale, Dewitt, Sunnyside and southern Santa Teresa, the population that will be served by the extension?
- What is the expect population increase for the areas East of US 101 in the general plan from Cochrane to Tennant? Should these resources be focused on the areas of most growth?
- 2.13.1.5 – The traffic intersection states, '*The results show that measured against the City of Morgan Hill LOS standards, all of the study intersections currently operate at an acceptable LOS under Existing conditions during both the AM and PM peak hours.*' More evidence that the Hale Project is not a necessary expenditure for the County as current conditions are acceptable.
- 2.13.2.6 – There will be limited benefit to Public transit with the completion of Phase I, as the traffic congestion at Dewitt and Edmundson and Sunnyside will be greatly increased. However the Table 2-13-7 shows no significant impact between Phase I and Phase II at these

intersections. But the project is being justified to relieve traffic congestion. Therefore the conclusion in the report is unjustified.

- Why is the project being divided into 2 phases considering that Phase II is 10 to 15 years out?
- Considering the County and VTA's ability to start and complete transit projects over the last 15 years, Phase II of the project has a great possibility of NOT being completed. We need to see a traffic study that shows impact of congestion if Phase II is NOT started and or completed in this Measure B TAX timeframe?
- 2.13-7 – The traffic intersection table shows **NO** positive LOS effect between the 2 columns but does show **negative** effect if the project IS completed.
- 2.13.2.8 – Projected traffic volumes – the report says '*As shown in Table 2.13-8, all the study roadway segments would operate at LOS D or better under Year 2020 and Year 2020 Plus Project conditions. Therefore, the proposed extension of Hale Avenue would NOT result in a significant cumulative roadway segment impact*'. Please explain why this project and the associated \$50 to \$100 million dollar expense is worth it.
- 2.13-8 – The report states '*As shown in Table 2.13-8, all the study roadway segments would operate at LOS D or better under Year 2020 and Year 2020 Plus Project conditions. Therefore, the proposed extension of Hale Avenue would not result in a significant cumulative roadway segment impact*'. In other words, the project is **not** necessary!
- 6.5.3 – The EIR states '*The Four-lane Monterey Road Alternative assumes Monterey Road through Downtown would remain four-lanes, two lanes in each direction, which results in lower traffic volumes on Hale Avenue and the Santa Teresa Corridor*'. This provides evidence that the Project is really NOT necessary.
- 6.5.3.2 – How can anyone believe that a 2 or 4 lane Monterey would have no impact on the amount of traffic on Hale extension? Its laughable as there was a huge difference when Monterey Road 2 lane study was implemented that resulted in increased congestion and traffic delays to anyone bothered to drive down Monterey during this timeframe.

In conclusion, the following items need to be reviewed:

- **The EIR in total needs to be re-evaluated.** It is obvious that the only changes to the EIR that was completed years ago is a new date was stamped on the EIR. The project Traffic studies are obsolete as Monterey IS a 4 lane road and the Butterfield extension IS now complete.
- **The EIR presents facts not in evidence** as many items in the report are assumptions. The document fails to present a non-partisan unbiased look at the project. The document is more like a directive that the Hale Ave extension will be implemented regardless of the negative impacts to citizens and Property and the objection of the public.
- **All Traffic studies need to be re-evaluated as they are now out of date.**
- **There are no negative traffic projections for the Edmundson / Dewitt intersection of the Edmundson / Sunnyside, if Phase I is completed.** Is the consensus that the completion of Phase I will necessitate Phase II, because the table does not justify Phase II or Phase I
- **There are no budget numbers in the EIR. Where can the Budget numbers be found?**
- It is obvious that the entire EIR was just minimally edited to make it appear to be a new / current EIR when it obviously is not. Population targets in the City's General Plan have been revised downward but this EIR has not been changed given the City's new limits on growth.

- Has the Citizens oversight committee been established? If so Who is on the committee and how can we contact them. Are they involved in the EIR ?

The County and VTA's track record on previous projects is horrific, as shown:

Here is the actual list of projects promised by Measure A in 2000, and what happened since then:

- Connect BART to Milpitas, San Jose, Santa Clara (project was cut in half and is still not complete)
- Build rail connection from San Jose Airport to BART, Caltrain, light rail (project canceled)
- New vehicles for disabled access, senior safety, clean air buses (completed)
- New light rail throughout Santa Clara County (one corridor changed into a bus lane project; other corridors canceled)
- Expand, electrify Caltrain (project is delayed more than 15 years)
- Increase rail, bus service (2015 service was 13% below 2001 levels)

- The County Civil Grand Jury determined in 2004 that "The VTA Board has proceeded with a transit capital improvement plan that cannot accomplish all that was promised in Measure A."

(What was the result of the Grand Jury Finding? Who was held accountable?)

The Measure B ballot initiative to relieve traffic, repair potholes; shall VTA enact a 30-year half-cent sales tax to: (6.5 Billion Dollars)

Repair streets, fix potholes in all 15 cities;  
Finish BART extension to downtown San Jose, Santa Clara;  
Improve bicycle/pedestrian safety, especially near schools;  
Increase Caltrain capacity, easing highway congestion, improving safety at crossings;  
Relieve traffic on all 9 expressways, key highway interchanges;  
Enhance transit for seniors, students, disabled; Mandating annual audits by independent citizens watchdog committee to ensure accountability.<sup>[2]</sup>

Please provide a meeting that directly demonstrates why the County and VTA cannot work with in the annual budgets in order to 'fill pot holes', and 'repair streets'. Shouldn't these most basic transportation needs be in existing budgets? I would like to see exactly how and why these basic services can't be provided within the existing budgets. But the County and VTA are now willing to spend 50 to 100 million on this project when they can't even repair pot holes with in their existing budgets. Again explain to us why this project should be considered?

Dan Devou  
16781 Dry Creek Court

Concerned citizen and resident of Morgan Hill

Dear Sir(s),

My name is John Howard , owner of 310 West Dunne Ave, whose property will be one of the most affected by this project. I have been following this project over the last 10 years and have seen it balloon from \$9 million to \$14 million to god knows how much now. The city has spent hundreds of thousands of dollars on surveys, power point presentations, hired firms ETC over the past half dozen meetings with basically nothing to show for it..

My property is zoned RD2 which allows for a single family home (existing) and a Duplex. I have been unable to build a duplex on my property, obviously, due to the future road. Also I believe they were planning on a round-a-bout intersection, which also requires more land to construct rather than a simple 4 way stop. The road will sever my property as to not allow , In my opinion, enough land to construct the Duplex I had planned on building. And furthermore shrinking my Parcel size will vastly decrease the value of the now oversized lot.

I am neither for nor against this project. With that being said, with the log jam of traffic spewing south bound through Morgan Hill nightly, it is now time to Either (a) Build the road, Pay me for the property I can't use and its lost land value. Or (b) scrap the project and let us Land owners build on our properties'

Thank you, John Howard

408-778-0558 W

408-623-0209 C



12/22/16

City of Morgan Hill  
Community Development Department  
Attn: John W. Baty  
17575 Peak Ave.  
Morgan Hill, CA. 95037

Dear John,

I recently received your notice concerning details of Santa Teresa Expressway Extension. I am particularly interested in the details concerning Phase I of the two phases as this portion of the Expressway will come up before the City Council soon. As I understand it, Phase I concerns the connection of the Hale/West Main Intersection to the DeWitt/Spring Avenue intersection via Santa Teresa Expressway Extension. This portion has been under consideration by both the City and the County since 1969. It is believed much of the inaction on this project was largely due to a lack of funding. However, with the recent approval of Santa Clara County Measure B which was designed to mitigate congestion in our 15 Cities within Santa Clara County with explicit notice to improve our 10 Expressways including Almaden, Capital, Central, Foothill, Lawrence, Montague, Page Mill, San Thomas, and our own Santa Teresa/Hale, we may have largely solved our funding problems for this much needed Phase I Santa Teresa Expressway project.

Also what works in favor of this project, is that land for this proposal has already been set aside. Sound barriers are already in place for much of the residential areas adjacent to this extension. In addition, our planning department already has much in the way of potential sidewalks, median strip landscaping, and other designs for this project.

Many of our citizens as well as those who live in San Martin, Gilroy, and Coyote Valley often need to by-pass Highway 101, due to the congestion in favor of using Butterfield, and Downtown's Monterey Road. However those who travel on the west side, traffic is often backed up on Hale at West Main due to its 3 stop sign intersection, which at times have cars lined up on Hale past Wright Avenue.

Automobiles coming from West Dunne and points south, going north to work, often encounter cars backing out of driveways on Peak Avenue, and DeWitt Avenue. This increased traffic occurs at a time when our children are on their way to school . . . Saint Catherine's Catholic, Britton Middle, and P.A. Walsh Elementary Schools. Phase I would create a stop light controlled intersection at Hale and West Main, traverse a largely uninhabited area to West Dunne which could have another stop light controlled intersection, avoiding the potential traffic dangers to our children.

Our revitalized Downtown, with its new restaurants, hotels, and shops has been designed to create a pedestrian friendly atmosphere. In allowing through traffic, Phase I Santa Teresa Expressway will be vital for this Downtown concept.

According to information gathered by the US Geologic Survey and other sources, there are a number of potentially active earthquake faults in our region. Many do recall the 1979 Coyote Lake Earthquake which had a magnitude of 5.7. I personally recalled the 1984 Morgan Hill Earthquake which measured 6.2 causing over 7 million dollars in damages, and the more recent 1989 Loma Prieta Earthquake which measured 6.9, causing damage throughout the Bay Area. There are several faults which run near Anderson Dam. In fact the Santa Clara Valley Water District had planned at one time to make our County's largest reservoir more structurally strong. As this would have been a monumental expense, almost impossible logistics, and with the impending drought, it was deemed not feasible to drain this lake of its vital water.

However, with the relative frequency of earthquakes, and given this reservoir is composed largely of earth and rock, it is not inconceivable that this structure could succumb to a future earthquake which may cause flooding of highway 101, inhibiting rescue and first aid to Morgan Hill. However, with Phase I and II, and the fact that Santa Teresa Expressway does extend to South San Jose as well as to Gilroy, and is on higher ground, Santa Teresa Expressway could allow Morgan Hill to receive aid in case of natural or manmade disasters otherwise not possible.

It must be noted that I do own property on West Dunne Avenue. I have enjoyed the peace and quiet that this reserved land has given me. We have had deer, coyotes, and other wildlife which my patients have enjoyed right outside our treatment room windows. However, as I have had 4 generations of my family who have lived in Morgan Hill, I see these projects for the betterment of our Community. Those of you who know me, know my long history of involvement with our Community and our Morgan Hill Unified School District public schools. This project is one of the best to come along for Morgan Hill in a long time.

I hope you will take note of the salient points I have brought up in this letter in support of this vitally needed project. I would like to be on a mailing list notifying any progress or action on especially Phase I of Santa Teresa Expressway Extension and notified when it comes before the Morgan Hill City Council next year.

Sincerely,



Jon Y. Hatakeyama, DDS  
16395 Flaming Oak Lane  
Morgan Hill, CA. 95037

January 18<sup>th</sup> 2017

Dear Mr. Baty,

I am responding to the environmental impact report titled Hale avenue extension and Santa Teresa corridor widening and realignment. My comments are in regard to Phase two of the project. My property is located within phase 2 project, 16385 DeWitt Ave and bordering the current s curve project.

When my husband and I move to MH in 1984, it was a sleepy, farm community with a population around 16 thousand. We purchased a run-down old farm with an old home build on boulders from the 1800s. It was a project everyone discouraged us to take on, but being 29 and full of dreams, we jumped in. Our story here is long with many memories, some awesome, and some more horrific than truth. We raised five children and built a life, a home, a family here. In 1999, my husband was killed. Nevertheless, our life continued here with weddings, celebrations, children, and grandchildren. As time passed, so did progress.

Here we are in 2017 and it is my understanding that Santa Theresa is scheduled to impact my property, and, according to David Gratleson, Assistant Engineer, by a degree of 13 feet. My property spans over 300 feet of road frontage. Being affected by this 13 feet, along the 300 plus feet of frontage road, will be many beautiful old trees of both oak, almond and pepper. Also, the 13 feet will put the already close road, even closer to my home and will impact my property by putting loud noise, traffic, pollution, both garbage and vapors, along with safety concerns. Being so close to the road, and with the high speeds people tend to use on this two mile straight-away, a car could easily flip and definitely impact my home, grandchildren or animals. Now that the curve is being taken out, it will become even easier to use higher speeds through this backdoor corridor ...

As a possible solution, I see vacant land across the street that would be far better suited for a road than my front yard. This land sits away from homes and children and would not have an impact on any human life. My idea is to see if the road could lean more to the other side and take less from my side. I'm not an engineer but I have spoken to people who think it could be done, god willing.

Many people say, phase two will be way down the road and not to worry about it, but, I think I have learned that planning is everything. I am 63 years old, and in twenty years I will be 83 and still hope to live comfortably in my home, god willing. My hope and my comment would be that there be discussion on the road being manipulated to reflect more, the other side adjacent to my property, as it is vacant land free from hurting anybody. Needless to say, after 34 years of living here and hoping, someday, to reach the other side from here, I worry because of how close I already am to the road, and how this widening will impact our family, future, safety, and quality of life.

Thank you for your time and consideration,

Loya Jackson

From: Mark Gmail [<mailto:marksellheim@gmail.com>]  
Sent: Saturday, February 04, 2017 11:06 PM  
To: John Baty  
Subject: Commenting on the DEIR for Hale Avenue Extension

John W. Baty  
Principal Planner (Interim)  
17575 Peak Avenue  
Morgan Hill, Ca 95037

Dear Mr. Baty:

My comments on the Draft EIR prepared for the Hale Avenue extension (SCH # 2016052076) are provided below. After considering the draft document, I urge city staff to expand the scope of the traffic analysis to include an assessment of the potential impacts on the section of Hale Avenue traversing the southerly part of the Coyote Valley. Specifically, the project's anticipated increase in southbound traffic volumes during p.m. peak hours on the Hale/Tilton Avenue intersection and the consequences to its level of service.

As those familiar with the highway system in this area are aware, the project will result in elevating the importance of Hale Avenue as a north/south corridor linking south San Jose with the southern reaches of Santa Clara County and beyond. Arguably, there is the likelihood that Hale Avenue will rival Monterey Road as the area's principal north/south corridor (excluding US 101 of course), given that it lacks many of downtown Morgan Hill's traffic-calming devices. These changes in the end will surely attract regional traffic, resulting in an uptick in volumes for the southerly portion of Coyote Valley.

I live proximate to the Hale/Tilton Avenue intersection and have noticed that southbound traffic volumes on Hale have increased steadily during p.m. peak hours in the the last few years. I imagine the increase can be attributed to the cumulative effects of residential development in Morgan Hill and points south.

An accompanying consequence of the increased traffic volumes along this stretch of highway is the worsening operating condition of the Hale/Tilton intersection. During pm peak hours, southbound traffic at this stop-signed controlled intersection queues past Live Oak Avenue; this distance is slightly more than 1/4 of a mile. And because of the queue it's nearly impossible for vehicles to turn southbound onto Hale lane from Live Oak.

Increased tail pipe emissions Is another consequence of the intersection's decreasing level of service, as queuing vehicles inch south towards it during peak hours. It's important to note that a number of residences front on the section of Hale upstream from the intersection and are subject to the adverse health impacts of vehicles spewing pollutants. Please note that this impact was nonexistent a few years ago.

In closing, I encourage city staff to enlarge the scope of the traffic analysis to include the areas identified for the above reasons. If you have questions about my concerns, contact me at [marksellheim@gmail.com](mailto:marksellheim@gmail.com). Also, please notify about all upcoming Public hearings involving this matter.

Respectfully,  
Mark Sellheim

# Appendix A

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Adjacent Properties Mailing List

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MORGAN HILL CA 95037

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METROPOLITAN TRANS COMMISSION  
101 EIGHTH STREET  
OAKLAND CA 94607

US FISH & WILDLIFE SERVICE  
ENDANGERED SPECIES RM W 2605  
2800 COTTAGE WAY  
SACRAMENTO CA 95825

MORGAN HILL PUBLIC LIBRARY  
660 WEST MAIN AVENUE  
MORGAN HILL CA 95037

ASSOCIATION OF BAY AREA  
GOVERNMENTS (ABAG)  
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OAKLAND, CA 94607

SANTA CLARA VALLEY WATER DISTRICT  
COMMUNITY PROJECTS REVIEW  
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SAN JOSE, CA 95118

COUNTY OF SANTA CLARA  
DEPT OF ENVIRONMENTAL HEALTH  
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SAN MARTIN CA 95046

CALIFORNIA NRCS STATE OFFICE  
RICHARD E. LYNG USDA SERVICE CNTR  
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CITY OF GILROY  
PLANNING DEPARTMENT  
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GILROY CA 95020

RECOLOGY SOUTH VALLEY  
1351 PACHECO PASS HIGHWAY  
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SANTA CLARA COUNTY  
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PG & E  
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