

CHAPTER 3 – PROJECT SETTING

Note: This Chapter contains revisions to the Draft Subsequent Environmental Impact Report prepared in 2009 (“2009 DSEIR”) for the San Jose City College Facilities Master Plan Update 2021 (“Update”). Deletions will appear as ~~strikethrough~~ and additions will appear in **bold** and together will constitute this Revised DSEIR. These revisions are being made to reflect a planning time horizon of 2011 rather than 2021. Revisions were also required to analyze the potential environmental impacts from modifications to the College that were not consistent with the Prior Plan EIR for the Facilities Master Plan as well as replacement of the Baseball Field Complex with a Multi-Use Athletic Field. The change in the duration of the Update to 2011 was due to the state law requirement that the District undertake a long-range master planning process for its educational curriculum and facilities. The plan will utilize a time period from 2012 through 2025. Because the 2009 DSEIR conflicted with the required duration of the master planning process, the Update was revised to be completed by December 2011.

The 2009 DSEIR was circulated for public review and comment from February 24, 2009 through April 10, 2009. These revisions do not include responses to comments made during that 2009 public review period because there will be a 45-day opportunity to comment on this Revised DSEIR as reflected on the Notice of Completion and Notice of Availability. Responses to all comments to the District on the 2009 DSEIR and the Revised DSEIR will be included in the Final SEIR for the project as modified by the change in planning horizon to 2011 and the replacement of the Baseball Field Complex with a Multi-Use Athletic Field.

Note: All Chapter 3 figures are located at the end of each subchapter, not immediately following their reference in the text.

3.1 PROJECT LOCATION

San Jose City College is located in central San Jose in Santa Clara County. The campus is immediately south of Interstate 280 (I-280) and is bounded by Moorpark Avenue to the north, Rexford Way, Kingman Avenue and Fruitvale Avenue to the south, Laswell Avenue and South Bascom Avenue to the west and Leigh Avenue to the east. The campus encompasses approximately 54.5 acres (See Figure 2.1-1: Regional and Project Site Location).

3.2 PHYSICAL SETTING

The following is a discussion of the physical setting for the San Jose City College Facilities Master Plan Update ~~2021~~ **2011** (“Update”). Within this current description are the components of the Facilities Master Plan – 2000 (“Prior Plan”) that have been implemented to date (**through publication of the Revised DSEIR**). In addition, the physical setting ~~for~~ **of** the surrounding community will be described.

Topography and Vegetation

The San Jose City College is approximately 135 to 145 feet above mean sea level. The topography of the campus and the surrounding area is generally flat, sloping slightly to the northwest. Vegetation on campus consists of small landscaped areas outside of the buildings, turf grass covering the sports fields and other landscaping throughout the campus. Trees are

located throughout the campus, including areas along Kingman Avenue, at the corner of Moorpark Avenue and Leigh Avenue, bordering the campus parking lots, along pedestrian paths and near a number of campus buildings. **According to the “Tree Survey and Inventory San Jose City College,” prepared by HortScience, Inc., dated October 2009, six hundred ninety-eight (698) trees were surveyed on the campus in August 2009 representing 63 species. The most frequently occurring species were Coast Redwood (169 trees) followed by Sweetgum (55), Silver Dollar Gum (39), Chinese Pistache (34), Canary Island Pine (32), London Plane and Coast Live Oak (25 each), Cork Oak (21), Mayten (20), and Southern Magnolia (17). The 10 most-frequently occurring species comprised 438 trees, or 63% of those surveyed. The majority of trees had been planted as part of the College’s landscape and were not indigenous to the site. While there may be a few Coast Live Oaks that have arisen naturally, there are no large areas of native vegetation. Overall, the condition of the surveyed trees was good with 60% of the trees in the good and excellent categories. One hundred seventy-four (174) trees, or 25%, were in fair condition and 105 poor (15%). Several trees were dead, including Coast Redwood and three Japanese Maples surveyed as part of larger group.**

Existing Site Development

Existing buildings are located mainly in the central, western and northern portions of the campus (See Figure 3.2-1: San Jose City College Campus – Existing). The sports fields (Softball Field, Football and Track and ~~Baseball Field Complex~~) are located in the central and eastern central and ~~southeastern~~ portions of the campus, respectively. **The Multi-Use Athletic Field (depicted as “Sports Field” on the Prior Plan) will be in the former location of the now deleted Baseball Field Complex, at the southeasterly portion of the campus, adjacent to Leigh Avenue. A wrought iron fence is adjacent to the sidewalk along Leigh Avenue. The field area is currently comprised of dirt, and a partially constructed bleacher area, located in the northwesterly portion of this field area. Improvements that will be made to this field and its intended use uses are described in Chapter 4.0 (Project Description).**

The following **Table 3-1, Existing Buildings** are the Assignable Square Feet (ASF) and Outside Gross Square Feet (OGSF) of the existing ~~structures~~ **buildings** on campus. **This Table has been refined since the circulation of the 2009 DSEIR for the 2021 Update:**

**Table 3-1
Existing Buildings**

Building Name	ASF	OGSF
100 Wing	28,682	41,729
200 Wing	25,514	41,820
300 Wing	27,276	40,584

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Business	14,480	24,950
Student Center	19,197	31,573
Fine Arts	9,780	14,075
Gym Men	21,298	27,863
Science	17,075	26,773
Speech Arts	13,157	30,403
Auxiliary Gym	10,217	12,561
Vocational Arts	8,368	11,700
X, Y & Z Buildings	1,587	2,702
W Building	4,132	6,990
50 Wing	751	920
Field House	1,350	3,100
Child Development Center	6,013	11,553
Handball Courts	4,800	7,796
Boiler Plant	432	832
General Education	27,701	43,668
Stadium Press Box	423	832
Library/LRC	42,366	53,287
Tech Center	55,159	80,000
Student Services /Career Center	50,986	69,044
Science Complex	32,658	52,209
TOTAL	423,402	639,002

**Table 3-1
Existing Buildings**

Building or Facility Name	ASF	OGSF
High Technology Building	55,159	80,000
Science Building	32,658	52,209
Fine Arts Building	13,157	30,403
Theater (Fine Arts)	9,780	14,075
General Education Buildings	27,701	43,668
Library/Learning Resource Building	42,366	53,287
Student Services/Career Center	50,986	69,044
Parking Garage #1	0	0
Central Plant	0	8,000
Professional Education Building (Cosmetology/Reprographics)	24,291	30,648
Business Building	14,480	24,950
Physical Fitness Buildings and Facilities	Aux. Gym: 10,217 Men's Gym: 21,298 Stadium Press Box: 423, Field House: 1,350, Handball Courts: 4,800 Softball Field Football Field	Aux. Gym: 12,561 Men's Gym: 27,863 Stadium Press Box: 832, Field House: 3,100, Handball Courts: 7,796 Softball Field Football Field
Child Development Center	6,013	11,553
Parking Lots	N/A	N/A
Open Space (Landscape and Athletic)	24.6 acres	24.6 acres
100 Wing	28,682	41,729
200 Wing	25,514	41,820
300 Wing	27,276	40,584
Career Technology/ Applied Science	18,174	20,159
Boiler Plant	0	2,870
TOTAL SQUARE FEET	414,325	617,151

As shown, space in existing buildings totals ~~423,402~~ **414,325** ASF/~~639,002~~ **617,151** OGSF (This change is based solely on the refinement of data utilized in the 2009 DSEIR). The current ~~As of publication of this Revised DSEIR, there are approximately SJCC College enrollment is approximately 9,800~~ **11,779** students ~~enrolled in San Jose City College as of the Fall, 2008.~~ The College does not house students, but it is used extensively in the evenings.

The majority of the developments ~~included with the implementation of~~ **analyzed in** the Prior Plan have ~~occurred~~ **been built** in the general area that ~~they were planned~~ **was shown in the Prior Plan.** ~~with the exception of: the Baseball Field Complex.~~ **For examples, † the Softball Field in nearing completion and is located in the approximate area that it was proposed - easterly of the 300 Wing Building. However, some construction that has occurred was not described in or approved by the Prior Plan.**

A student parking lot was installed **in 2007**, south of the campus entrance from Leigh Avenue. This student parking lot was not envisioned in this area under the Prior Plan and represents a minor deviation from the Prior Plan. This parking lot was initiated, reviewed and recommended by the College Facilities Committee. The general lack of student parking was the primary reason for adding this lot **at this location**. ~~While these was no specific discussion with the community related to this parking lot, it was brought up at one of the Sherman Oaks Neighborhood Association (SONA) monthly meetings where the College provided a regular update of construction planning and progress on campus, on or about October 2006.~~

The Baseball Field Complex was under construction **in the southeasterly portion of the campus, adjacent to Leigh Avenue**; however, **construction it is presently has been halted and the Baseball Field Complex will not be part of the 2011 Update.** ~~pending the Board action on the SEIR. The field, dugouts, bleachers, batting cages, twenty foot (20') high wall, wrought iron fencing and poles (up to 90' in height) for the netting have been were partially installed and, with the exception of the bleachers, which will be used as an outdoor classroom, have been removed. The overall plan for the Baseball Field Complex is contained on Figure 3.2-2. Site Photos are contained on Figures 3.2-3 (a-c) and depict the construction that had occurred as of the date of the photos (November 2008). The chronology for the deletion of the Baseball Field Complex is provided in Chapter 2.0 (Introduction) of this Revised DSEIR.~~

In addition, the Career Technology/Applied Science Building, consisting of 18,174 ASF/20,159 OGSF was constructed in 2007 in a location depicted as Parking Garage #2 on the Prior Plan. It was constructed in this area of the campus so as to geographically balance the location of parking spaces throughout the campus and, in turn, distribute the ingress and egress of vehicles to and from the campus.

~~The original location for the Baseball Field Complex, per the Prior Plan was to be within the footprint of the 100/200/300 Wings, which were slated to be demolished and removed. The College started a discussion of possibly retaining these buildings and it was then decided to keep the Softball Field in its original general location and relocate the Baseball Field Complex in the current location along Leigh Ave. This site was the original Athletics Practice Field.~~

~~At least 2 meetings were held with SONA (the local neighborhood association) where the College provided updates on the Campus construction progress. One of these meetings was specifically held to inform SONA about the change in the location of the Baseball Field Complex. Plans and the overall nature of the Baseball Field Complex were presented at this meeting. This meeting was convened by the College's Director of Fiscal Services on or about May 2007. Work commenced in December 2007. The work on the Baseball Field Complex was stopped in July 2008.~~

Campus Access and Parking

Access is currently provided *from* Moorpark Avenue, Laswell Avenue, Leigh Avenue and Kingman Avenue. The access points on Leland Avenue and Leigh Avenue are restricted to right-in/right-out turning movements. The southerly campus access is ~~currently functional, but~~

~~is anticipated to be~~ **was closed in mid-April 2010** as part of the ~~Update~~ **Prior Plan implementation**. Surface parking lots are located on the perimeter of the campus. A parking structure is located at the northeasterly portion of the campus. Parking for the **College's** sporting events (**e.g., football, track**) occurs primarily in the eastern portion of the campus. **As stated above, a student parking lot (Parking Lot #6) was installed south of the campus entrance from Leigh Avenue. This student parking lot was not envisioned in this area under the Prior Plan and represents only a minor deviation from the Prior Plan. This parking lot was initiated, reviewed and recommended by the College Facilities Committee. The general lack of student parking was the primary reason for adding this lot at this location.**

Campus Grading, Drainage, Water and Sewer

The campus is developed and the topography is relatively flat; therefore, grading requirements will consist of creating pads for the new buildings and parking lots, plus any earthwork required to comply with geotechnical recommendations. Drainage from the new facilities will need to comply with Water Quality Management Plan (WQMP) requirements, unless found to be exempt. Any new drainage design will connect to the existing campus drainage system which feeds into the existing storm drain system. Exact details regarding proposed water and wastewater connections are not known at this time; however, it is expected that any new facilities will be installed and connect into the existing facilities and systems **in compliance with regulatory requirements**. Implementation of the Update components will be required to comply with all storm water detention/runoff requirements during and after completion of the any component of the Update.

Police, Fire and Ambulance Services

Police Services are provided to the campus by the San Jose - Evergreen Valley College Police Department (College PD). The San Jose Police Department (SJPd) takes all calls (after hours). Fire services are provided to the campus by the City of San Jose Fire Department. Ambulance services are provided by American Medical Response (AMR).

Surrounding Land Uses and Setting

The campus is in an urban setting, and is surrounded by a variety of land uses. They include commercial uses and Valley Medical Center to the west, single-family and multi-family residential uses to the east and south, a church and fire station to the east, and single-family residential uses to the north across I-280. Homes to the north of the College are in the City of San Jose and in the unincorporated Santa Clara County. The surrounding land uses and setting remain similar to that which was in existence of the Prior Plan adoption.

Existing Roadway Network

The existing roadway network near the campus is described below and is illustrated on Figure 1 of the *San Jose City College Facilities Master Plan TIA*, dated February 8, 2009, prepared by Fehr and Peers and ***San Jose City College Facilities Master Plan TIA prepared by Fehr &***

Peers, dated April 2010 (reference the Technical Appendices to this **Revised** DSEIR in the enclosed CDs – **Volumes 2 and 2A, respectively**).

Regional Access

Interstate 280 (I-280) is a north-south freeway north of the campus extending east to downtown San Jose and northwest to San Francisco. The freeway runs east-west with four lanes and one carpool lane in each direction near the campus. The campus is accessible via ramps at Moorpark Avenue and Parkmoor Avenue east of Bascom Avenue. In the vicinity of the College, I-280 is oriented in an east-west direction.

Interstate 880 (I-880) is a north-south freeway northwest of the campus extending from the I-280 interchange north to the City of Oakland. The freeway includes three lanes in each direction near the campus. I-880 continues south of I-280 as State Route 17.

State Route 17 (SR 17) is a north-south freeway west of the campus extending from the I-280 interchange south to Santa Cruz. The freeway includes three lanes in each direction near the campus. Additional auxiliary lanes exist between I-280 and Hamilton Avenue. The campus is accessible via a connection at I-280 and ramps at Hamilton Avenue. SR 17 continues north of I-280 as I-880.

Bascom Avenue is a north-south, six-lane arterial roadway bordering the western edge of the campus. It extends north to Santa Clara and south to Campbell and Los Gatos. Bascom Avenue is designated as Washington Street and Lafayette Street in Santa Clara and Los Gatos Boulevard in Los Gatos.

Moorpark Avenue is an east-west arterial roadway bordering the northern edge of the campus. It extends east to I-280 and west to Cupertino where it becomes Bollinger Avenue. Moorpark Avenue is a one-way roadway and provides three eastbound travel lanes east of Bascom Avenue. West of Bascom Avenue Moorpark Avenue is a two-way roadway and provides two travel lanes in each direction.

Parkmoor Avenue is an east-west arterial roadway extending between Lincoln Avenue and I-880. In the vicinity of the campus, Parkmoor Avenue has two westbound travel lanes east of Bascom Avenue and one travel lane in each direction west of Bascom Avenue.

Southwest Expressway is a northeast-southwest arterial roadway southeast of the campus. The roadway runs parallel to the Vasona light-rail line. In the vicinity of the campus, Southwest Expressway has four travel lanes north of Stokes Street and two travel lanes south of Stokes Street. The roadway terminates as at I-280 in the north and at Bascom Avenue in the south.

West San Carlos Street is an east-west, four-lane arterial roadway extending east to downtown San Jose and west to Cupertino. West San Carlos Street is designated as Stevens Creek Boulevard west of I-880.

Local Access

Fruitdale Avenue is an east-west, four-lane collector roadway extending from south of the campus east to San Jose's Willow Glen neighborhood. The portion of Fruitdale Avenue located west of Bascom Avenue is called Enborg Lane and is a two-lane residential street.

Kingman Avenue is a discontinuous east-west, two-lane local roadway that is divided into two segments. The western segment terminates at Bascom Avenue in the west and serves as a driveway into the campus. The eastern segment terminates in the east into an apartment complex near Sherman Oaks Way and in the west at Mansfield Drive. The two segments both serve the western parking lots on campus.

Laswell Avenue is a north-south, two-lane local roadway that extends between Moorpark Avenue and the southern side of campus. The roadway serves as a driveway into the campus.

Leigh Avenue is a north-south, two- to four-lane arterial roadway bordering the eastern edge of the campus. Leigh Avenue provides four lanes south of Parkmoor Avenue and narrows to two lanes north of Parkmoor Avenue.

Leland Avenue is a north-south, two-lane local roadway that extends between Moorpark Avenue and San Carlos Street. At the signalized intersection of Leland Avenue and Moorpark Avenue, access to campus is provided only to vehicles on Moorpark Avenue as a right-in, right-out driveway. No through movements may be made to or from Leland Avenue from San Jose City College.

Internal circulation on the campus is facilitated by Kingman Avenue and Laswell Avenue and within campus parking lots. There are no roadways that extend from the west side of campus to the east side of campus.

The southerly campus access was closed in mid-April 2010 as part of the Prior Plan implementation.

Existing Transit Service

Santa Clara Valley Transportation Authority (VTA) provides fixed-route bus service on 72 local routes in Santa Clara County including within the City of San Jose. VTA also operates light rail service in Santa Clara County. *Figure 4 of the San Jose City College Facilities Master Plan TIA, dated February 4, 2009, prepared by Fehr and Peers, and San Jose City College Facilities Master Plan TIA prepared by Fehr & Peers, dated April 2010* shows the existing transit facilities in the campus area (reference the Technical Appendices to this **Revised DSEIR** in the enclosed CDs – **Volumes 2 and 2A, respectively**).

VTA bus stops for routes 25, 61, 62, and 65 provide transit service adjacent to the campus. The campus is easily accessible to transit at its northwest and northeast corners that are served by routes 61, 62, and 65. Route 25 is not as accessible due to its bus stop locations along Fruitdale Avenue and along Bascom Avenue south of the school.

Other bus routes provide service within the study area but do not have stops adjacent to the campus. Express Routes 103 and 182 and the Highway 17 Express operate along I-280 but do not have stops near the campus. Route 103 also operates along Moorpark Avenue in the eastbound direction but does not have stops near the College. The nearest Route 103 stop to the campus is located at the Southwest Expressway/Fruitdale Avenue intersection, which is over a half-mile away from the nearest campus entrance. The Fruitdale light rail transit station is also located at this intersection. Route 23 serves the San Carlos Street corridor.

Route 25 connects the campus to the Winchester-Mountain View light-rail line and Routes 65 and 103 at the Fruitdale Station on Southwest Expressway. Routes 61 and 62 connect with route 23 at West San Carlos Street.

Baseline Noise Sources

The following information is from *Noise Impact Analysis, San Jose City College Master Plan Update 2021, City Of San Jose, California*, prepared by Giroux and Associates, dated February 9, 2009 and the ***Noise Impact Analysis, San Jose City College Master Plan Update, City Of San Jose, California, dated April 23, 2010, prepared by Giroux and Associates*** (reference the Technical Appendices to this **Revised** DSEIR in the enclosed CDs – **Volumes 2 and 2A, respectively**).

Freeway traffic noise, as well as noise from Moorpark Avenue, dominates the noise environment along the northern campus perimeter. Traffic noise levels along Moorpark Avenue are in the low 70 dB CNEL range.

Bascom Avenue bounds the western campus perimeter and is separated from the campus by commercial uses. Traffic noise levels along Bascom Avenue in the campus vicinity are approximately 72 dB CNEL at 50 feet from the roadway centerline, though the campus buildings benefit from approximately 350 feet of setback from the Bascom Avenue centerline.

Leigh Avenue bounds the campus to the east. Across Leigh Avenue are residential uses. Traffic noise levels along Leigh Avenue in the campus vicinity are about 70 dB CNEL at 50 feet from the roadway.

In addition to traffic noise from surrounding roadways, the parking lots located throughout the campus are the dominant point (stationary) sources of noise. Other sources of noise heard on the campus are generally composed of normal student and staff activities, and noise generated within the adjacent residential neighborhoods.

Noise levels are also generated periodically by on-site athletic and community activities at the existing stadium, athletic facilities, and parking lots in the eastern and southern portions of the campus. College and high school football games are held in the stadium an average of 20 days per year (generally on Friday and Saturday nights during the months of September through November). Noise levels occur from the use of a public address (PA) system, people yelling, occasional school bands, referee's whistles, etc. Noise is generally limited to people talking and coaches' whistles and instructions. Based on a study of another stadium in

southern California, background noise levels preceding a football game average 55 to 60 dB(A) just outside of the stadium. During the game, noise levels averaged 60 to 65 dB(A) when the PA system was not in use, 65 to 75 dB(A) during the use of PA equipment, and 70 to 75 dB(A) during the playing of amplified music. Instantaneous noise events of up to 80 dB(A) are expected by the blowing of whistles. Because the stadium is located close to residential uses to the south and east, these residents are exposed to stadium activity noise on Friday and Saturday nights for much of the fall season. Because the Update will not affect stadium operations, this condition is not expected to change.

Meteorological Setting

The following information is from the *Air Quality Analysis San Jose City College Facilities Master Plan Update 2021, City Of San Jose, California*, prepared by Giroux and Associates, dated February 6, 2009 and ***Air Quality Analysis San Jose City College Facilities Master Plan Update, City of San Jose, California***, prepared by Giroux and Associates, dated **April 22, 2010** (reference the Technical Appendices to this **Revised** DSEIR in the enclosed CDs – **Volumes 2 and 2A, respectively**).

The campus is located within the San Francisco Bay Area Air Basin (SFBAAB), bounded by the San Francisco Bay to the north and mountains to the south, west and east. Temperatures are warm on summer days and cool on summer nights and the winter temperatures are relatively mild. Temperatures at nearby San Jose Airport average 61 °F annually, ranging from the low-40s on winter mornings to around 84 °F on summer afternoons.

Daily and seasonal fluctuations in temperature are relatively minor because of the moderating effects of the nearby ocean. In contrast to the steady temperature regime, rainfall is highly variable and confined almost exclusively to the "rainy" period from early November to mid-April. San Jose averages 15 inches of precipitation annually, but because much of the area's rainfall is derived from the fringes of mid-latitude storms, a shift in the annual storm track of a few hundred miles can mean the difference between a very wet year and near-drought conditions. Santa Clara County is shielded from strong daytime sea breezes by the intervening hills to the west. Daytime airflow across the project site is mainly air that has moved southward from San Mateo County along the western shores of San Francisco Bay. Winds in the project area are typically out of the northwest, north-northwest, and north (about 40% of the time). All other wind directions occur no more than 10% of the time. Decreasing wind speeds and the origin of the incoming air over populated areas creates elevated air pollution levels in Santa Clara County. Annual average wind speeds are approximately seven miles per hour (CARB 1984). However, light daytime winds, especially until mid-afternoon, and near-calm nocturnal conditions limit the dispersion potential of the local atmosphere. Santa Clara County typically experiences higher air pollution levels than do better-ventilated portions of the BAAB.

Geologic and Seismic Setting

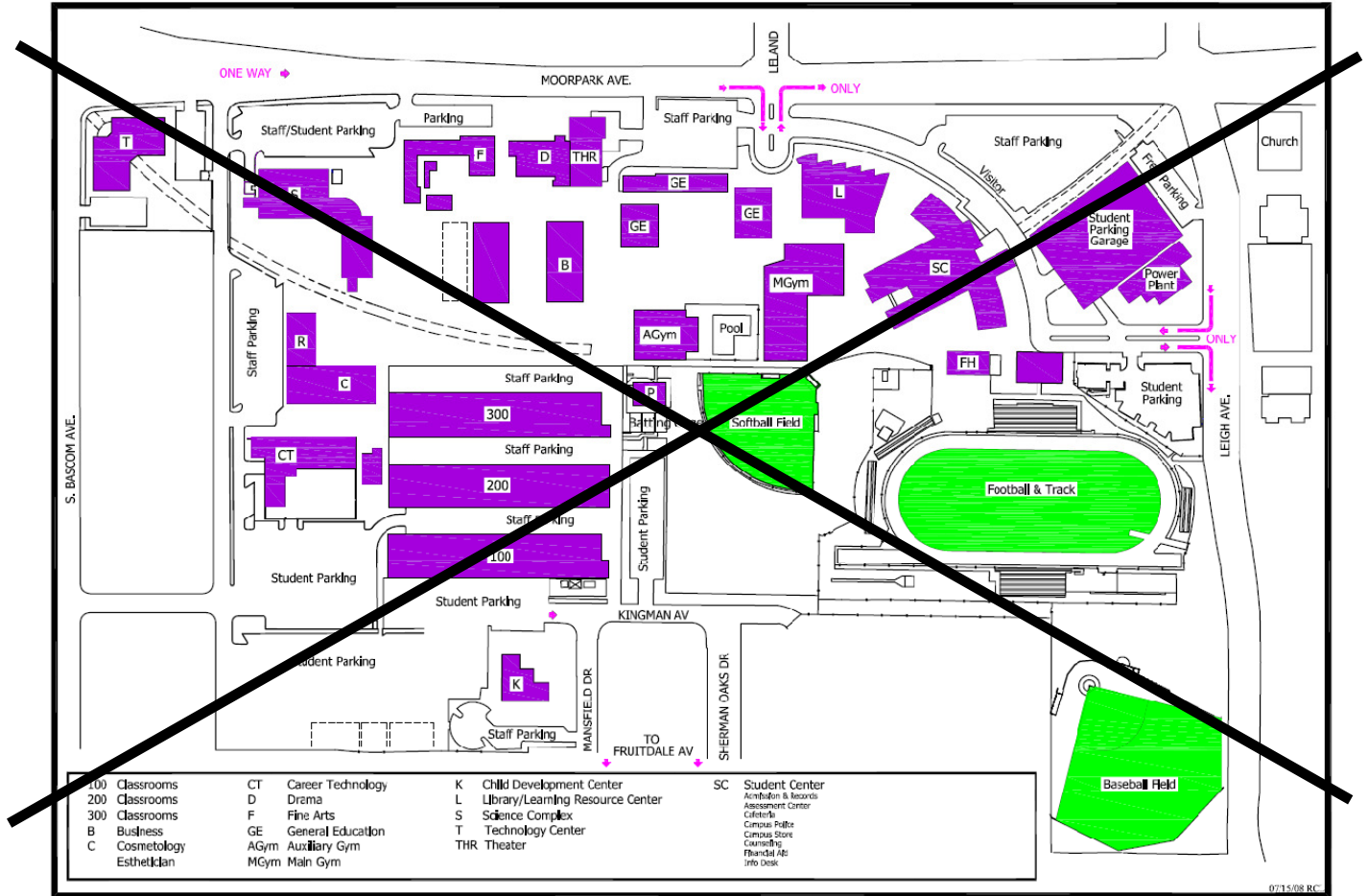
The following information is from the *San Jose City College Facilities Master Plan EIR*, prepared by Impact Sciences, Inc., dated May 11, 2000 (reference the Technical Appendices to this **Revised** DSEIR in the enclosed CD, **Volume 2**).

As stated prior, the campus is located within the Santa Clara Valley and more specifically located between the northwest-trending Santa Cruz Mountains to the west, and the Diablo Range to the east. No known faults are mapped on the campus. The closest active fault is the Shannon/Berrocal Thrust Fault Zone, 5.5 miles to the west. The campus is located approximately 8.3 miles west of the Hayward Fault, 9.5 miles east of the San Andreas Fault, 11.2 miles west of the Calaveras Fault, and 21.2 miles east of the San Gregorio Andreas Fault.

Agricultural, Cultural and Mineral Resources

According to the *San Jose City College Facilities Master Plan EIR*, prepared by Impact Sciences, Inc., dated May 11, 2000 (reference the Technical Appendices to this **Revised DSEIR** in the enclosed CD, **Volume 2**) and the Initial Study **for the 2009 DSEIR** (Subchapter 9.1), none of these resources are identified on the campus. **The District obtained updated historic resource evaluations from historic resource experts Archaeological Resource Management, dated October 23, 2009. These reports were attached to the Stage II letter. A report entitled “Stage I: Historical Background & Photography of 12 Structures on the San Jose City College Campus in the City Of San José,” was prepared to address the status of any potential historical structures located on the SJCC campus. This evaluation concluded that three (3) sets of Department of Parks and Recreation (DPR) forms be completed for the structures scheduled for demolition for the purpose of evaluation and documentation. A Stage II Analysis was also prepared, entitled “Stage II Historic Evaluation of 12 Structures on the San José City College Campus,” prepared by Archaeological Resource Management. In it are three (3) sets of Department of Parks and Recreation (DPR) forms for the purpose of documenting the subject structures prior to demolition; one set for the five structures included in the Athletic Complex, one set for the 100, 200, and 300 Classroom Blocks and the Old Central Plant, and one set for the three structures that make up the Fine Arts Complex. This report concluded that none of the twelve structures that were evaluated appear to be potentially eligible for inclusion in the National Register of Historic Places or the California Register of Historic Resources.**

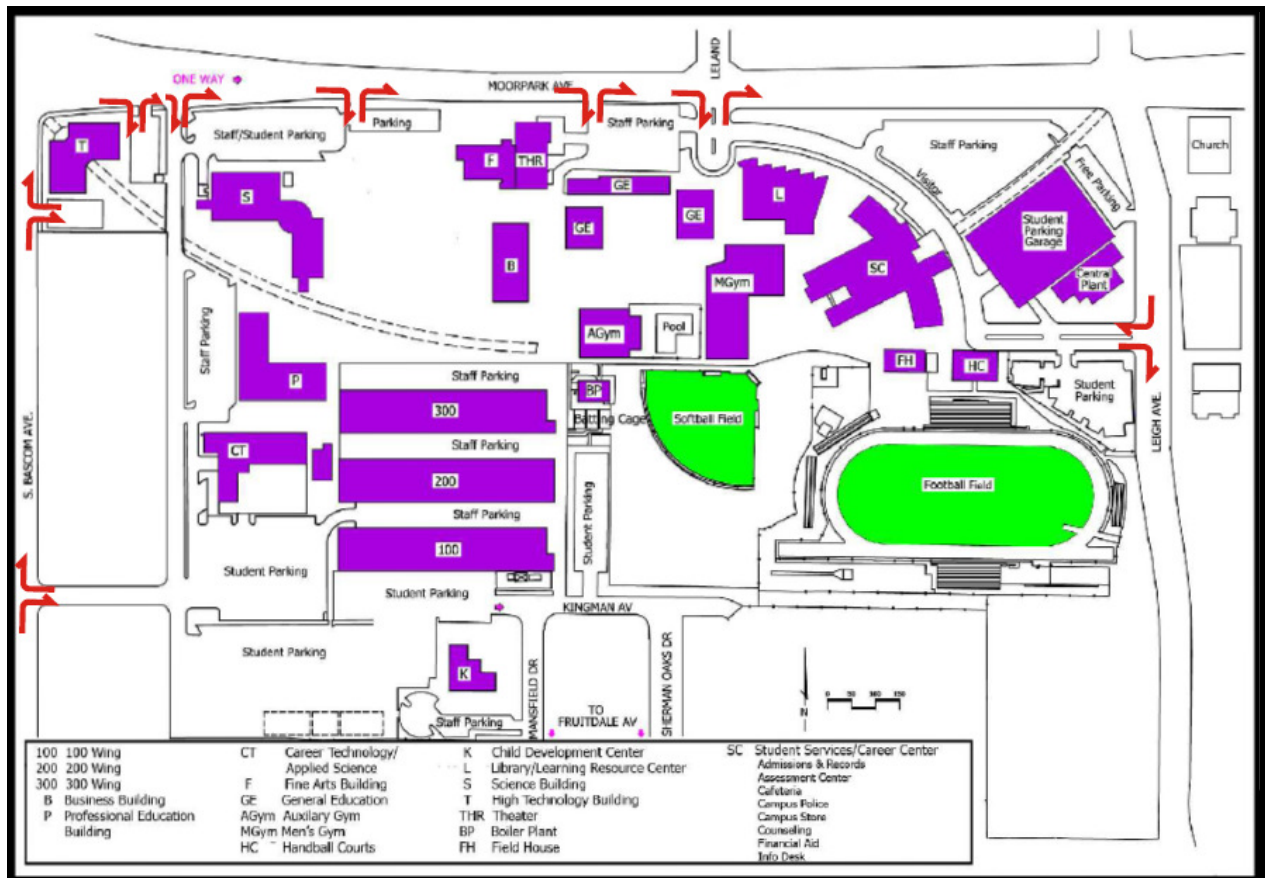
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NTS

San Jose City College Campus - Existing
Figure 3.2-1

See revised Figure 3.2-1



**San Jose City College Campus - Existing
 Figure 3.2-1**



3-15



LOOKING NORTHWESTERLY ACROSS LEIGH AVENUE



LOOKING SOUTHWESTERLY ACROSS LEIGH AVENUE



LOOKING WESTERLY ACROSS LEIGH AVENUE

**Site Photos of Baseball Field Complex
Figure 3.2-3a**

**The Baseball Field Complex is no longer a component of the 2011 Update;
therefore, this Figure is no longer applicable.**



LOOKING EASTERLY FROM APARTMENTS



LOOKING EASTERLY FROM APARTMENTS



LOOKING WESTERLY ACROSS LEIGH AVENUE

**Site Photos of Baseball Field Complex
Figure 3.2-3b**

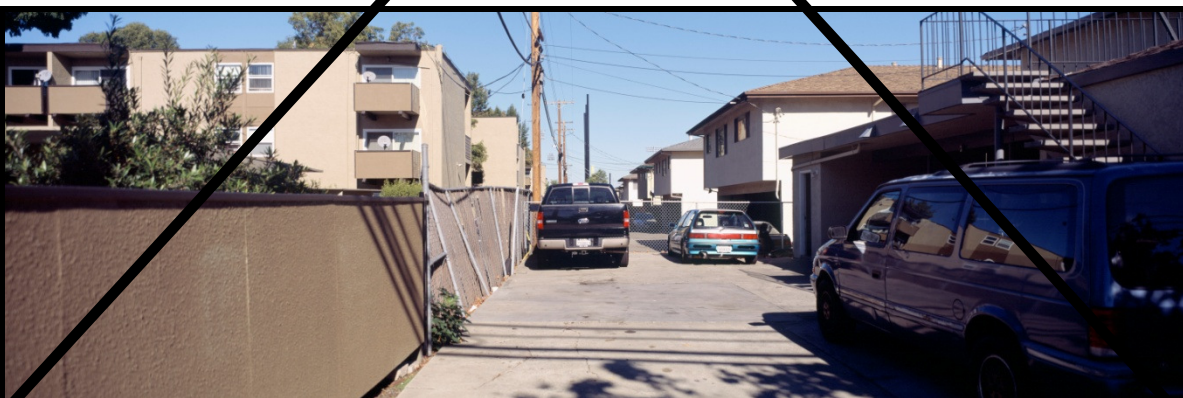
**The Baseball Field Complex is no longer a component of the 2011 Update;
therefore, this Figure is no longer applicable.**



LOOKING SOUTHERLY FROM LEIGH AVENUE



LOOKING NORTHWESTERLY FROM LEIGH AVENUE



LOOKING NORTHERLY FROM FRUITDALE AVENUE

**Site Photos of Baseball Field Complex
Figure 3.2-3c**

The Baseball Field Complex is no longer a component of the 2011 Update;
therefore, this Figure is no longer applicable.